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PACIFIC FISHERMAN

THE INTERNATIONAL JOURNAL

December 1961

Report on Tokyo Fish Conference . . . . P. 9

New Gillnetter with speeds to 30 mph . . . p. 17

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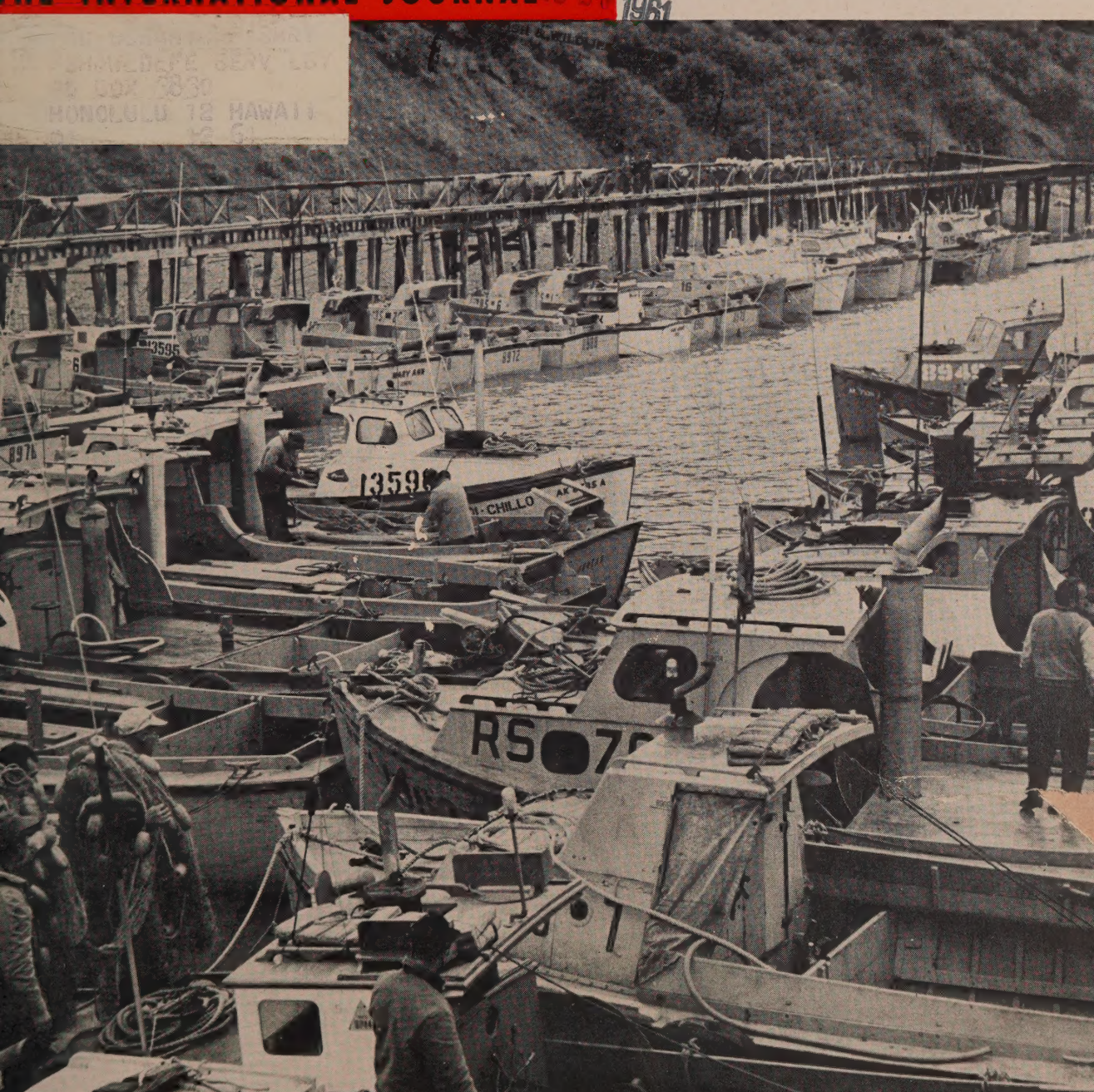

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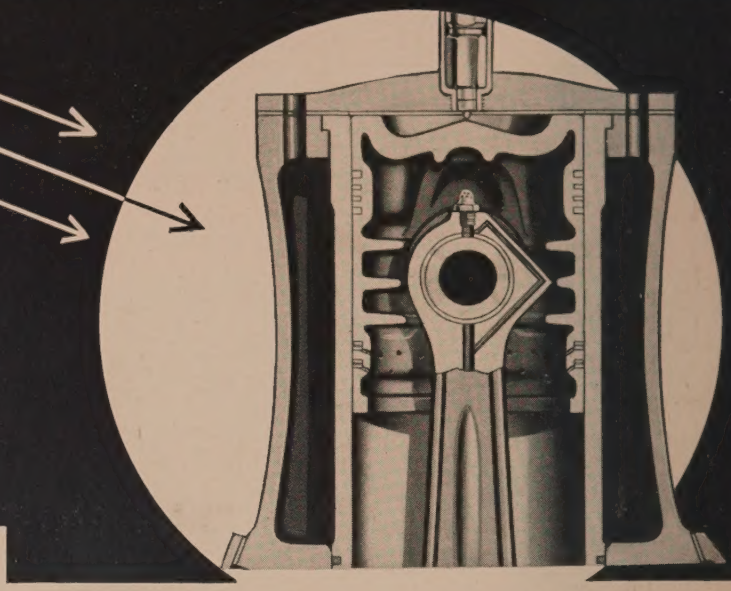

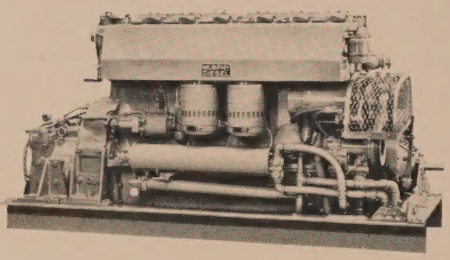

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Table of Contents

Tokyo Conference Report 9
Bristol Bay Boat Care 15
30-mile-an-hr. Gillnetter 17
Forecast for Chile 20
Clipper Converts to Seiner 25
Food Fish Marketing 33

Japan's Winter Trawling Vessels Already Working In "North Ocean" Waters

● Without waiting for the International North Pacific Fisheries conference to come to its formal adjournment Nov. 11, Japan dispatched the first vessel of its new all-year "North Ocean" trawling operations to the vicinity of the Pribilof Islands in Bering Sea. This is the first time Japan has undertaken winter trawling in this area, although the USSR has pursued the fishery there.

First vessel to go was the Nichiro 1,500-ton trawler *No. 50 Akebono Maru,* which is acting as a scout vessel, seeking productive grounds.

She was to be followed about Dec. 15 by the 7,000-ton mothership *Chichibu Maru,* served by a fleet of six trawlers of the 250-ton type.

About the same time Taiyo Gyogyo is scheduled to dispatch a fleet consisting of a 3,000-ton reefership, with several 300-ton trawlers. All of these vessels will be fitted with "blister" sponsons to provide stability against icing of the superstructure. This is a method which proved successful in the Antarctic with the *Soya Maru.*

● Present authorization from the Fishery Agency apparently does not permit the vessels to operate outside of Bering Sea, but there is every expectation that license for fishing south of the Aleutians and Alaska Peninsula will be forthcoming when and if the Bering Sea weather worsens to the point where operations there become dangerous or unprofitable.

Japanese trawling—including midwater gear—generally is permitted in an enormous area *above* 25° *North Latitude* and *east of* 170° *East Longitude* under the current license. However, within this great expanse of sea specific area authorizations are also required.

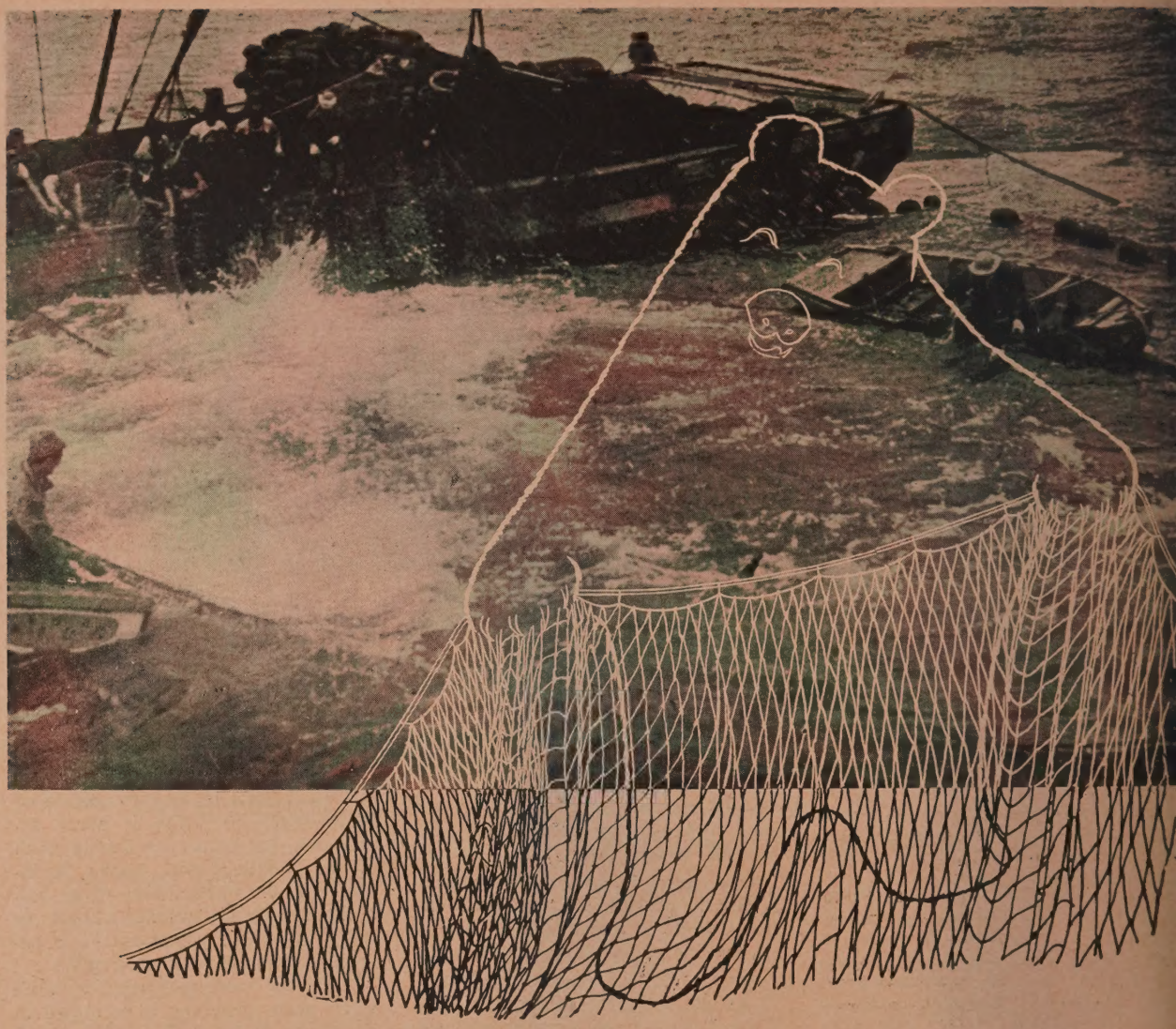
U.S. Opinion is Aroused

● Inevitable adverse reaction of public opinion in the United States against extension of Japanese trawl fishing onto North Pacific halibut banks, and the danger to the Bristol Bay Red salmon fishery in 1962, erupted in Seattle and Washington, D.C., in November.

At a time when Japan's economy is struggling in a balance-of-payments crisis the policies of the Fisheries Agency, as enunciated at the North Pacific Conference in Tokyo, brought renewed interest in Washington for passage of the Magnuson-Pelly Bill, which would prevent import into the United States of fish products deemed to have been produced in contravention of sound conservation practices.

Such legislation, Senator Magnusson said, will be sought actively in January. It could interfere materially with Japan's export to the United States of fish products, in which the balance of trade in Japan's favor is overwhelming.

The point is hardly one to be overlooked by Japan's Ministry of Foreign Affairs and Ministry of International Trade and Industry, although it seems to have been missed by the policy-makers of the Fishery Agency.



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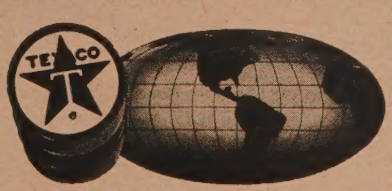

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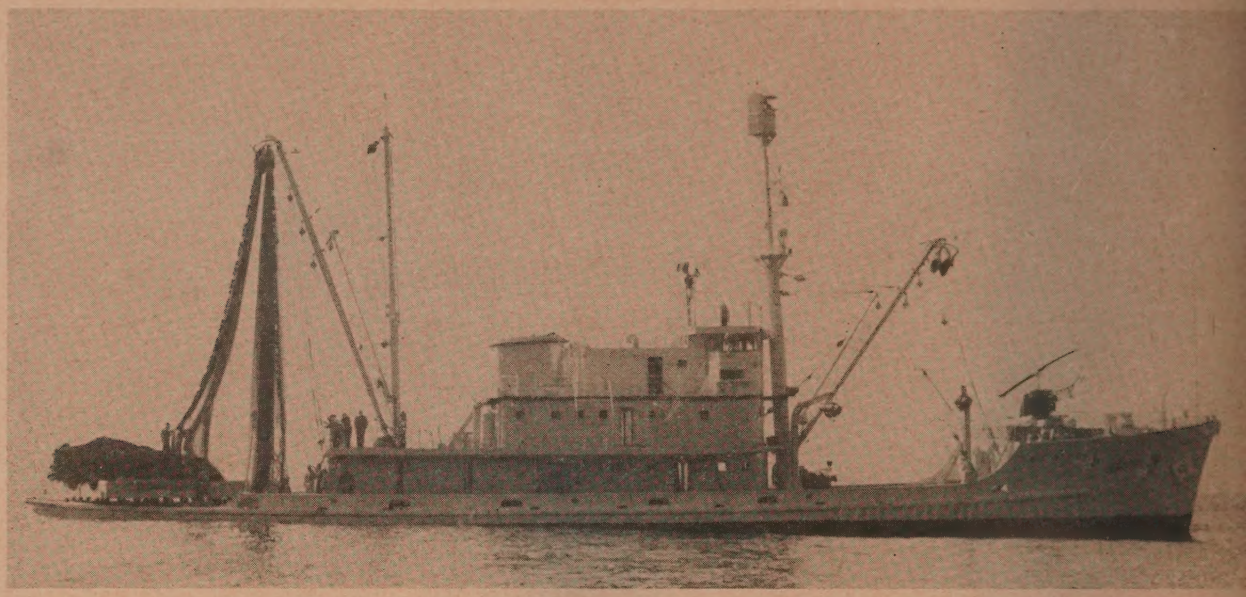

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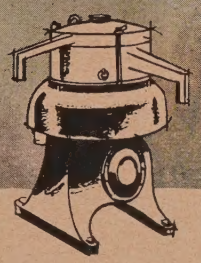

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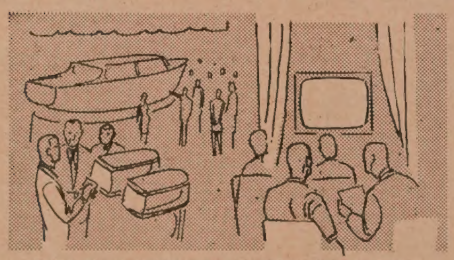

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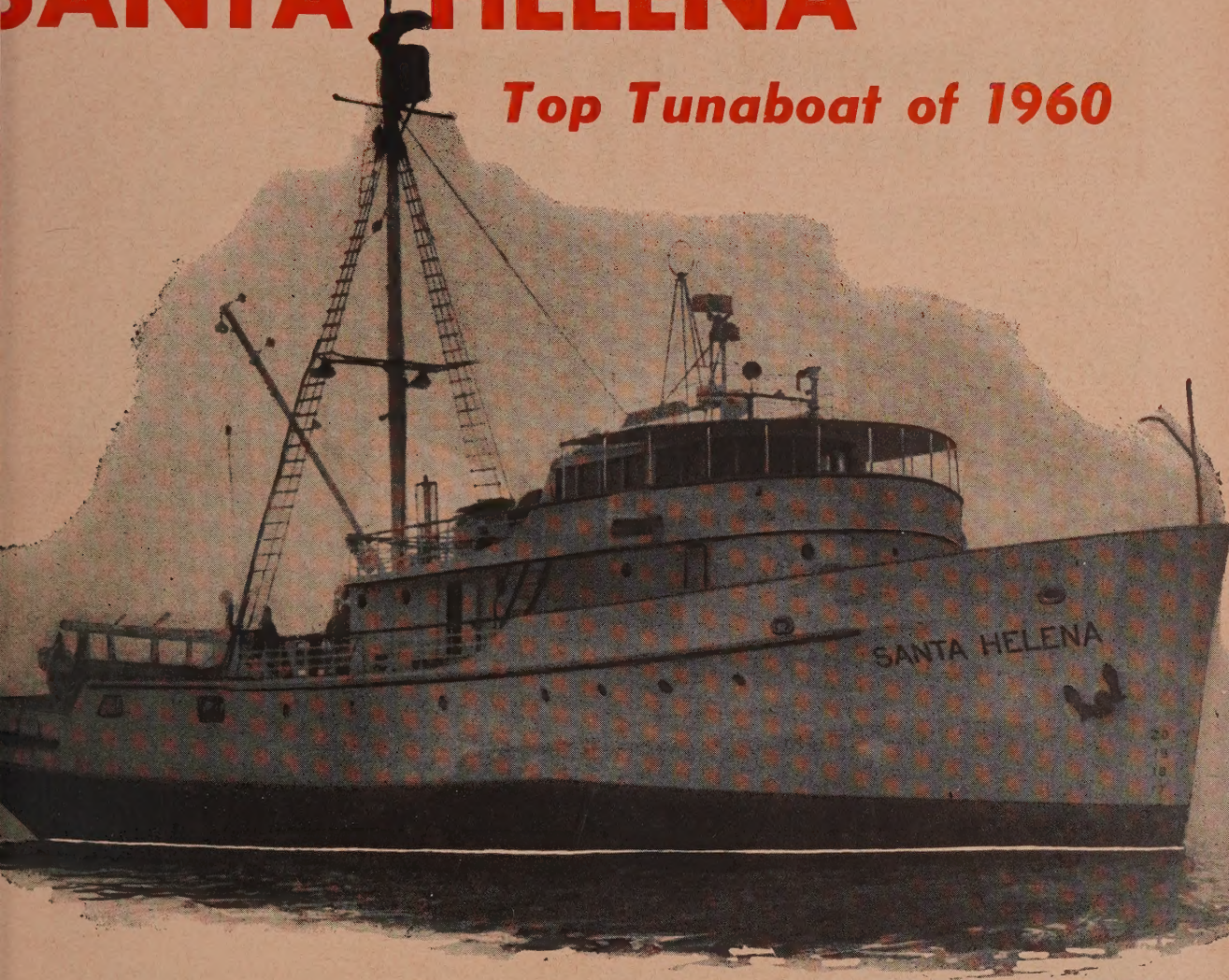

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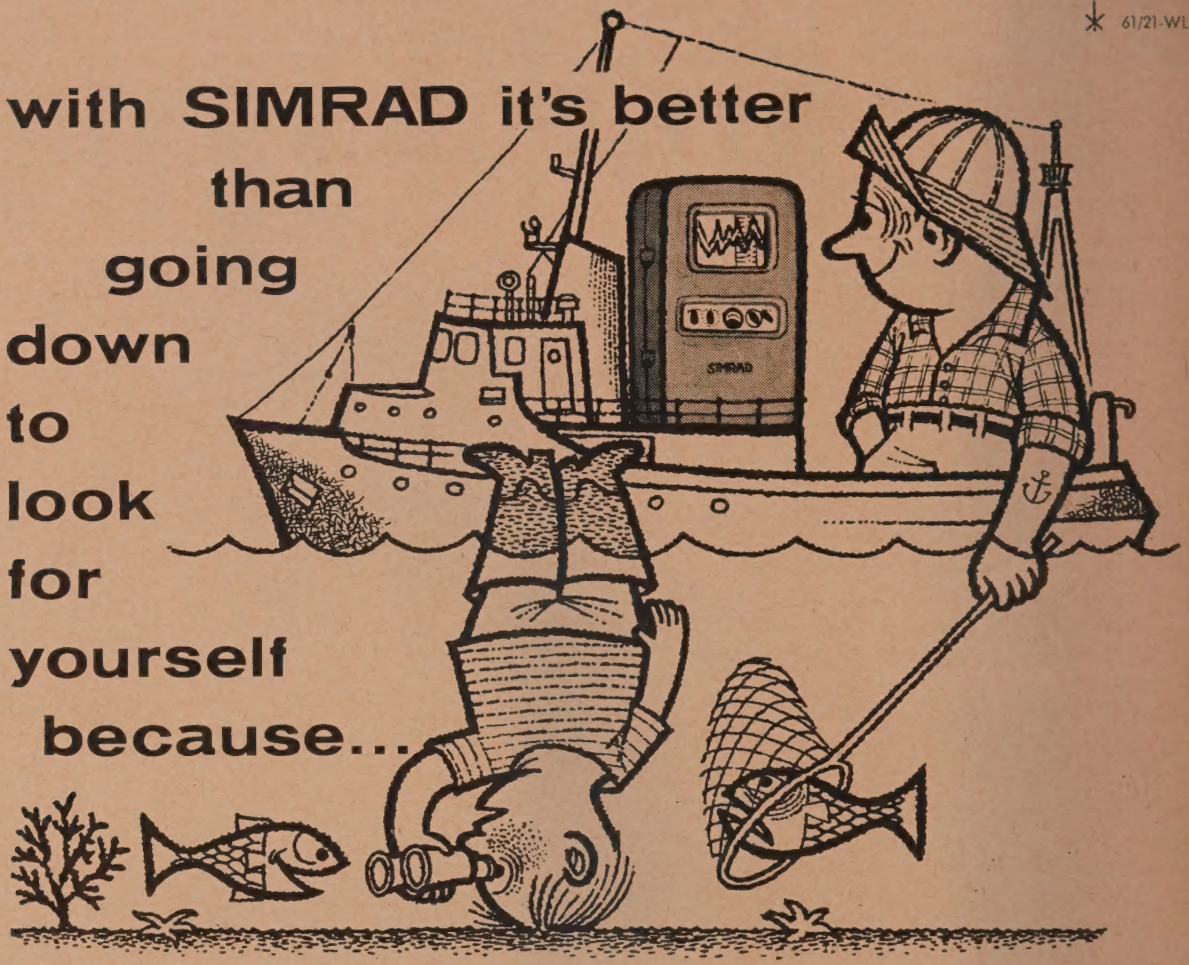

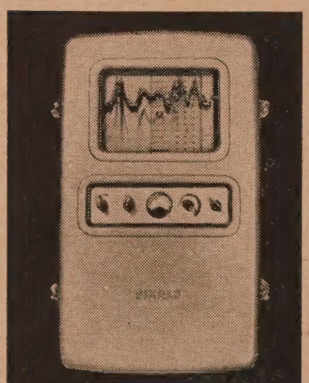

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What Do Tokyo Talks Forecast for Fishermen?

Of the U.S.?

Of Canada?

Of Japan?

● Three nations out of the four exploiting the fishery resources of the North Pacific ocean sat down to talk things over in Tokyo in November. The conference of the International North Pacific Fisheries Commission, composed of the United States, Canada, and Japan, closed November 11 with the nations further from agreement than they have been at any other conferencce since the treaty entered into effect in 1953. In the results of the Tokyo talks, and in the failures to produce, fishermen can find basis for forecasts vitally affecting their operations and their earnings.

This is true of the fishermen of Japan, the United States, and Canada alike.

It is true as well of salmon fishermen, herring fishermen, halibut fishermen, trawl fishermen, king crab fishermen, and Alaska shrimp fishermen.

● *Pacific Fisherman,* in reporting on this Conference, which actually continued over a period of three weeks, will depart from the traditional pattern for reporting meetings of this sort. We shall seek, rather, to suggest some of the *"Forecasts for Fishermen"* which can be found in the Tokyo action, lack of action, discussions and vetoes.

The talks at Tokyo were full of suggestions and pointers in things to come.

● Before going into such forecasts in detail, it may be said here that the attitude of each of the three nations party to the North Pacific Convention was "harder" than ever expressed in the past. The language used was sharper and the intent plainer than in any of the preceding Conferences.

Voices of the spokesmen of the United States, Canada and Japan as well spoke in words and tones which more than ever before at these conferences reflected the critical nature of the current problems and the gravity with which the nations regard them.

Gravest and most pressing of the problems dealt with at Tokyo were three:

1. The degree of Japanese exploitations of the 1962 Red salmon run to Bristol Bay, certain to be but a bare fraction of the average run of the past two years;

2. The Japanese proposal that their trawl vessels operating in Bering Sea be permitted to retain halibut taken incidental to general trawling;

3. Proposal of Japanese industry to initiate full scale trawling operations on the continental shelf south and east of the Aleutian Islands and the Alaska Peninsula.

Now for the forecasts:

Forecast No. 1— Japan to Trawl in Area 3

● More than one Japanese fleet unit, each consisting of a factory ship and its trawlers, will be operating in the waters south and east of the Aleutians and the Alaska Peninsula before spring. These expeditions actually may be on the ground before the end of 1961.

They will be operating primarily for bottom fish, other than halibut, and will be under instructions of their government to return any halibut taken unharmed to the sea, in keeping with the Japanese obligation to abstain from halibut fishing along the coast of North America.

Inevitably the fleet will take halibut, whether they fish for them or not; and inevitably many of the halibut will be killed.

Trawl operations in these waters also will bear heavily upon the stocks of King crab which have been found to extend considerable distances to sea, well beyond territorial waters, and in areas which American fishermen have recently begun to exploit.

Japan is experiencing a sharp shortage of shrimp in its domestic market. That these trawl operations will not

also fish for shrimp in the areas south and east of the Aleutians is too much to expect.

From this forecast it is evident that Canadian and American halibut fishermen will face new competition on their western banks in the future. The degree to which the halibut stocks will be affected cannot now be foretold.

Lest anyone think that the United States and Canada did not make a strong case and present bitter objection to the Japanese proposal, we can offer a few short quotations on the subject.

Secretary of the Interior Stewart L. Udall, speaking at the opening of the session of the Conference said on this subject: "If these operations expand into the waters to the south, they will jeopardize the conservation of the halibut resources of the eastern North Pacific ocean."

Speaking at the closing session of the Conference Milton E. Brooding, Chairman of the American Section, declared that fishing in the area contemplated for exploitation by the Japanese inevitably would destroy halibut and thus would be a violation of the North Pacific Treaty itself. In his exact words: "The incidental catch and destruction of halibut may be expected to be substantial. We doubt that this would be in accord with the spirit and intent of the Convention."

Suggestion that the matter should be carried to authorities higher than those enjoyed by the Commission was seen in the closing comment of George R. Clark, Chairman of the Canadian Section, who concluded by saying: "What formal action outside of the Commission will be required to deal with this problem will have to be determined and dealt with by higher authorities."

Mr. Udall also seemed to suggest in his address that the Commission recommend to the governments how trawling south of the Aleutians on halibut areas could properly be dealt with.

No such recommendations by the Commission were made or offered in view of Japan's dissent.

The American and Canadian positions were that Japan should refrain from authorizing trawling south and east of the Aleutians and Alaska Peninsula until the International Pacific Halibut Commission has completed its studies designed to determine the effects of this trawling upon the halibut resource.

Japan rejected this proposal categorically and in his closing remarks the Japanese spokesman, Masayoshi Ito, Director of the Japan government's fishery agency, seemed even to hint that pressure on the points by the other members of the convention might endanger the Treaty itself.

These were his words as recorded from the translation:

"We abstain from *fishing for halibut*, but we believe that other stocks of fish inhabiting these areas on the high seas should be exploited for the benefit of mankind. Under the present convention we are not obligated to give up the use of these fish. If we must do so in order to abstain from fishing halibut this may well bring this Treaty into disrepute.

"Of course we shall seek to avoid catching halibut and shall abide by our obligations under the *present* Treaty."

Forecast No. 2— Halibut Market Will Feel It

● Japan sought at Tokyo concessions from the United States and Canada which would permit its trawling fleets operating in Bering Sea legally to retain such halibut as they might catch incidental to fishing primarily for other species. To this the United States and Canada could not agree.

Data submitted by the Japanese in support of their request for permission to retain incidentally caught halibut showed that the number of fish taken by the eight fleets operating in eastern Bering Sea during 1961 were only 14,000 halibut with a total weight of 24 metric tons. The average weight of these halibut was estimated at only a little more than 3.5 pounds each. By far the largest quantity of halibut was taken in the area bounded by a line drawn from Unimak Pass diagonally to Cape Ulitorski on the Siberian coast and extending as far west as 117 degrees west longitude.

The fish were reported as all having been thrown back into the water as soon as they were found in the trawls, and in accordance with the regulations of the Japan Fishery Agency.

In addition to these incidental catches of halibut the Japanese Section reported a catch of some 11,000 *metric tons of halibut* taken in 1961 from the waters off the coasts of Cape Ulitorski and Cape Navarin by the 25 Japanese fishing fleets operating in those waters.

● This is the equivalent of 24,200,000 pounds of halibut, and it is not hard to forecast that the increase in the world catch by this amount may provide an element of market competition troubling to the economy of the American and Canadian halibut fishermen.

The halibut are being utilized at present with considerable degree in the Japanese domestic market. They have appeared in steak form and in substantial quantity in the Atlantic states. They are true halibut of good quality.

Forecast No. 3— Bristol Bay Run in Peril

● With the Bristol Bay Red salmon run for 1962 estimated at approximately 9 million salmon as it comes to maturity, and *before the Japanese bring any fishery to bear upon it,* the prospect for Bristol Bay operations next summer is very poor indeed.

The 9-million figure is the "most probable"; but is subject to a plus-or-minus 3 million in the view of the American scientists who produced it. Thus they believe the run *could* be as small as 6 million, or perhaps as large as 12 million. In any case it is obvious that the allowable fishery can be very small indeed after allowing for escapement — for which 8 or 9 million is usually sought — and whatever fishery the Japanese may mount against the 1962 matures in the area of intermingling.

These figures are the product of the joint knowledge, analysis and judgment of the scientists of the Alaska Department of Fish and Game, the Fisheries Research Institute, and the U. S. Bureau of Commercial Fisheries.

Compared to the 9-million forecast for 1962 is an actual catch-plus-escapement, *after the Japanese had*

made their large catches, of 37 million fish in 1960 and 18 million in 1961.

Face to face with these figures, Walter Kirkness, Alaska Fish and Game Commissioner does not hesitate to say that the prospects for the Bristol Bay run in 1962 are so poor that it may not be possible to permit the usual type of operations in the fisheries there, particularly those of the Nushagak and Egegik.

So you can add another forecast to that of the 9-million run:

There will be severe regulation of the Bristol Bay run in 1962. The degree of severity will depend upon whether Japan accepts the United States' insistent argument that the run should be spared from fishery on the high seas. Only thus is it believed possible for there to be even a minimum escapement and a limited resident fishery.

Did the United States present this matter to Japan at Tokyo?

And what did Japan say? Basically, nothing. Its scientists argued somewhat about the U. S. forecast of the run, but the Japanese Section avoided giving any indication of what could be expected in the way of Japanese operations in 1962.

As a matter of fact, it is only realistic to recognize that the Japanese themselves will not *know* until their annual treaty conference with Soviet Russia completes its work.

● The case for restraint in fishing the 1962 Bristol Bay run on the high seas was made most strongly by Secretary of the Interior Udall who said in his address at the opening of the Tokyo conference:

"Some measures MUST be taken to meet the immediate problem . . . In 1962 *the situation will be especially critical . . . Clearly, restraint is called for. This is a prime consideration of my Government and I must candidly express our concern over it."*

That is strong talk from a cabinet minister.

Forecast No. 4— Line Will Remain Unchanged

● This less a forecast than a confirmation of something that has been evident for some time. There will be no change in the location of the Abstention Line, either as result of the Tokyo talks or probably as result of those to be held in Seattle in the fall of 1962.

This can be said with full assurance because the three governments again have failed to provide the International North Pacific Fisheries Commission with an "agreed interpretation" of what the treaty *means* and what the Commission is empowered to do with respect to the location of the line beyond which to the eastward Japan agrees not to fish for salmon.

The United States and Japan have diametrically opposite views of just what the Treaty means in this regard; and several years ago requested the governments to inform the Commission just what its instructions are. This "agreed interpretation" has not been received and there appears no possibility of action with respect to The Line until it is in hand. Be it acknowledged that there has been no evidence of pressure applied to bring about the rendering of this interpretation.

● Although Tokyo talks did nothing to change the location of the line one way or another, they did bring out the year's scientific accomplishments, conceded to support the case of the United States in its contention that salmon of Alaska origin from Bristol Bay range far to the westward and intermingle with salmon of Asian origin over a large segment of the Pacific. Recent investigations show that during May and June maturing Bristol Bay fish range far west of the line at 175 degrees west longitude; and that red salmon of western Alaska origin occur in the high seas catches at least as far west as 167 degrees east longitude. This is 700 miles west of the abstention line. Research by the United States shows that red salmon of Bristol Bay origin have consistently dominated the high seas red salmon catches at least as far west as 175 degrees east longitude, or 400 miles west of the abstention line.

● Nailing down these conclusions and bringing acceptance of the new results before the Committee on biology and research was a major undertaking at Tokyo. The red salmon report eventually accepted has been characterized by biological critics as one of the most notable contributions yet made to red salmon science. It was written by Fred Cleaver of the United States, who was under the necessity of defending it against bitter attack for a period of almost three weeks. Changes were made in the report, but it was not emasculated, and in the end entered the record as a powerful document worthy of the vast expenditure of money, time, and money which has gone into the investigation whose story it extended.

Forecast No. 5— Japan Will Seek Treaty Change

● The Tokyo talks of the International North Pacific Fisheries Commission, or at least the informal conversations which accompanied them, left little doubt that Japan will propose changes in the North Pacific Treaty when the specified life of the treaty reaches the point where any of the member nations may propose changes, or even abandonment.

There is some thinking that Japan may prefer to retain the treaty virtually in its present form. Examined in the light of evidence and opinion which is readily expressed in Japan, this theory just won't stand up and must be filed under the head of "wishful thinking."

Official attitude of the Japanese government with respect to future discussions involving the Treaty was made plain by Ichiro Kono, Minister of Agriculture and Forestry in the Japanese government, who said in his address at the opening session of the Conference:

"When, in the future, the Convention itself is to be discussed, our government . . . will present our case fully, and at the same time examine the views of others with mutual understanding and trust."

● United States Secretary of the Interior Udall also of cabinet rank, gave some indication of what may be the attitude and the policy of the government of the United States with respect to the Treaty. He said in his address:

"While some of the terms of the Convention may need clarification to resolve problems which have developed, the United States does feel

continued on page 28

Price of Tuna Rises, But Fishing Declines

● The price of tuna took two across-the-board jumps in late autumn, the second $10 rise going into effect with most canneries generally about October 30.

This was an unusual price negotiation in that the boat owners' decision to ask the higher price was reached through consultation by radio among tuna vessels loaded and homeward bound with fares of Yellowfin and Skipjack. Taking into consideration the supplies of foreign as well as domestic tuna, it was felt that a price increase was justified, and in fact the canners, when called on for the rise, hesitated only for a few days. Although some vessels were tied up for short periods, there was nothing that could be called a stubborn price dispute preceding the increase.

But the fish showed no disposition to get into the harmony. As November neared its close, schools were hard to find and equally hard to bring aboard when found. Sixty-day, and even 80-day trips were not unusual. *Nautilus,* with 800 tons capacity and the most modern fishing equipment a board, had at last reports caught enough tonnage to have filled many a smaller tunaboat to capacity, but still was far from ready to come home.

The weather proved just as troublesome as the fish. During November all vessels fishing off southern Mexico were kept in port several days by a hurriance that swept between Acapulco and Zitahuanejo killing scores of people ashore. No tuna vessels were damaged, but the big wind did not help fishing any.

Nevertheless, fishing was substantially better this year than last. In mid-November, the US Bureau of Commercial Fisheries reports showed year-to-year total tuna landings (including 5737 tons transhipped) of 145,767 tons. This is better than 14% higher than the 127,529 corresponding figure for 1960, which in turn was only slightly lower than the 1959 year-to-date catch total. At the higher price of $290 a ton for Yellowfin, $240 a ton for Skipjack and $280 a ton for Bluefin, the fishermen were more than keeping up with the increased cost of living.

● The $290-$240 current price, by the way, maintained the spread of $50 per ton between the prices for the two leading tropical species, a spread that for many years was customarily $40. In view of the fact that Yellowfin is said to be in danger of overfishing and Skipjack is plentiful, the price difference should be reduced, rather than increased, from a conservation standpoint. But the issue of whether Skipjack should go up or Yellowfin come down is not an area of agreement between boatowners and canners.

Miller Freeman Trophy is presented to the Japan Fisheries Society by "Pacific Fisherman." **Tatsunosuke Takasaki,** president of the Society, member of Japan's parliament, former cabinet minister and industrial leader, receives the trophy from **DeWitt Gilbert,** editor of "Pacific Fisherman."

Of the total 1961 catch-to-date of 145,767 tons, Yellowfin accounted for 90,454 tons, according to the Bureau of Commercial Fisheries. This is 8200 tons higher than the year-to-date figure for 1960, and makes the proportion of Yellowfin 62% of the total catch. Meanwhile the Skipjack take increased 5200 tons, and Skipjack made up 13% of the year-to-date landings. The picture is attractive from the viewpoint of present returns, but less rosy when looked at by a conservationist.

Tuna Legislation Ready

● In line with the recommendation of the Inter-American Tropical Tuna Commission to hold the 1962 Yellowfine catch to 83,000 tons, Senator Warren Magnuson of Washington introduced, on September 18, S. 2568, a bill to enable state and federal agencies to enforce the quota by making it unlawful for any master, owner or person in charge of any fishing vessel to ship, transport, buy, sell, offer for sale, import, export or have in custody or control, any fish taken in violation of regulations.

Congress is now in recess, and no action was taken on the bill before the recess, so it is presumed that Senator Magnuson will request hearings before the proper committee of the Senate, on the bill, when Congress reconvenes in January.

During the past month, the seiner *California,* loaded with fish, went down at her dock as a result, it was said, of a valve left open. The vessel was raised and sent to a shipyard for recommissioning, but the fish were too far gone to save.

Miller Freeman Trophy For Japan's Fisheries

A Miller Freeman Golf Trophy was presented by *Pacific Fisherman* to the Japan Fisheries Society at the end of October— the third such trophy to be provided by this journal for competition in the world's fisheries organizations.

Previously Miller Freeman Trophies has been established with the American salmon canners' Association of Pacific Fisheries; and with the California Fish Canners Association.

The new trophy was presented by DeWitt Gilbert, editor of *Pacific Fisherman,* to Tatsunosuke Takasaki, president of the Japan Fisheries Society. at a luncheon in Tokyo October 25. Mr. Takasaki is a member of the Japanese diet, a former cabinet minister. and a long leader of Japanese industry.

The Japan Fisheries Society late in November was planning the initial competition for the trophy.

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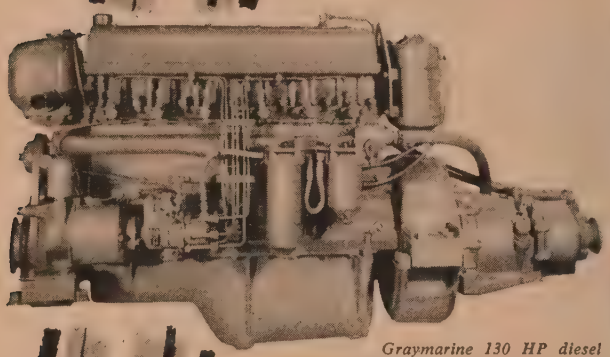

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Red Salmon's New Boat Facility in mid-season, 1961. This new Bristol Bay structure was completed with sheathing and roof following the end of the fishing season. It houses 60 of the RS gillnetters through the winter. Note the gillnetter being lowered into the water by the hoist at the right.

BOAT CARE—

It's Big Business on Bristol Bay

● One of the notable building developments in Bristol Bay operations in 1961 had to do with boat care.

It's a structure as big as some canneries. It's brand new this year; and it is devoted to the winter protection of a segment of the fleet bearing the *RS* mark—which means *Red Salmon* north of the Alaska Peninsula and west of Igiugig.

The building was built in 1961 at the great Red Salmon cannery on the north banks of the Naknek River. It rises two stories in height from the dock downstream from the fish house and immediately adjacent to the great steel derrick with which A. W. "Win" Brindle handles the *RS* fleet in and out of the water. Only he, head of the company, and Vern Jones, fleet captain, are authorized to man the hoist.

For 200' the building runs along the dock. It is 70' wide and two stories high. Capacity is 60 standard 32' Bristol Bay gillnetters.

Planning went into the building from its beginning, and it was planning which gave full consideration to the problems of how boats were to be gotten in and out; and how an individual boat could be removed with the least difficulty.

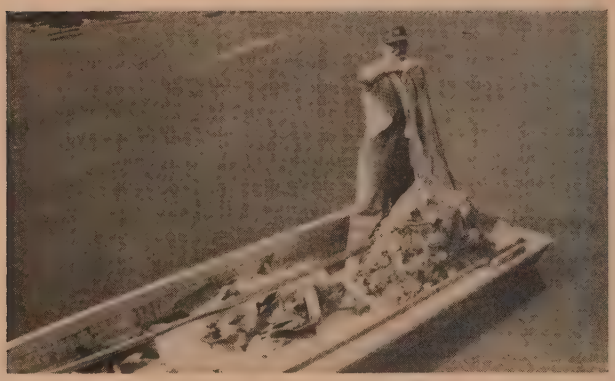
At any time, even when the structure is filled to capacity, *no more than five boats need to be moved to withdraw any specific boat.* You might say it's a well-planned two story boat parking lot—on a remote sub-Arctic river, by the way.

● A steel ramp leads from the derrick dock into the upper story of the new boat warehouse. Gillnetters raised by the hoist are spotted on dollies and rolled across the steel ramp to their assigned location.

The boat warehouse itself is strongly framed and heavily roofed to withstand the violent gales which, roading in from the Aleutians, rake the north bank of the Naknek with special violence.

Boat Hoist and Fish House at the Red Salmon cannery on the Naknek, Bristol Bay. Win Brindle, Red Salmon president, operated the hoist. Boats will move into the second story of the new boat warehouse from the level of the hoist house. Note the two power scows delivering at the RS fish house on the right.

Florida Seafood Executive cites STARR NETTING FOR BOOSTING PRODUCTION



Pinellas fisherman using a Starr Net to prepare a mullet set

Leon Kenney, President of Pinellas Seafood Company, St. Petersburg, Florida, chooses Starr Netting for Superior Quality and Special Attention.

"During the past two years, we have been attempting to find greater production methods and have been using Starr Netting exclusively. Working together with Starr has produced unprecedented mackerel catches for us along the Florida east coast. We not only use larger nets but have adapted the power block to pull in and spotter planes to aid in locating the fish.

We use both Starr Nylon and Cotton in our mackerel operation and Starr Gill Netting for our mullet operation. Yes, Starr is our choice not only for its superior quality, but because experience has taught us that we are assured of special attention in working out problems for increased production", concludes Mr. Kenney.

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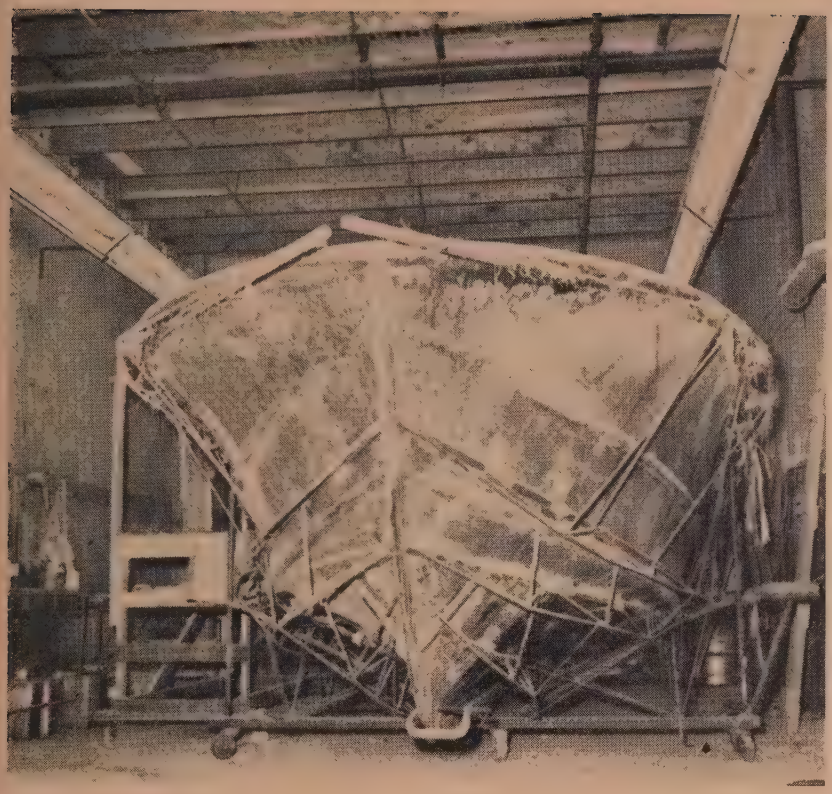

The Martha's hull is all-Fiberglas. This view of a new sister hull shows method of building. Mold is made of glass-fibre laminate as is the hull, but with steel frame.

One-Man Operation

30-Mile-An-Hour Gillnetter

Jerry Hachez of Newport Beach, Calif., has been a fisherman all his life, and his father was a fisherman before him. Jerry is one of a group of gillnet fishermen who catch bottom fish in the local waters near Newport and bring their catches in to the fresh market. But, although he is a born, second-generation fisherman, and is used to the life of a fisherman, two seasons ago he thought he could do something to improve his method of operation by making some changes in the design and operation of his boat, the *Martha*.

What Mr. Hachez wound up with was an entirely new vessel, incorporating some revolutionary innovations in Southern California-style gillnetting. Furthermore, he was able to put into effect the improvements he wanted in his daily fishing routine.

The new *Martha* is an all-Fiberglas boat, with the gillnet reel forward instead of astern, capable of speeds up to 30 mph, built for one-man operation — a boat that makes it possible for Jerry to come home every night instead of making two- or three-day trips. The boat has cut Jerry's working time substantially, without reducing his production, and the time reduction has been made in the waste time getting to and from the fishing banks rather than in productive fishing time.

28 ft., 200 hp

The Martha is powered with two Ford Osco six-cylinder diesel engines, each capable of turning up 100 hp. The engines, equipped with 1½:1 Paragon reduction gears, turn two Equipoise propellers through monel shafts. This power train gives the boat a speed of up to 30 mph, normal cruising speed about 18 to 20. Speed is crucial in Jerry Hachez's operation, because it enables him, with an early-morning start, to get out to the fishing grounds early, set his nets, pick up yesterday's catch and be back at the market dock around two or three o'clock the same afternoon.

The design of the *Martha* herself is even more revolutionary than her unusual speed.

She was built by John Norek of Crystaliner Corp. in neighboring Costa Mesa. One of the few, if not the only all-Fiberglas hull in the California fishing fleet, she is a beefed-up standard Crystaliner hull, originally designed for a power yacht. She has fast, straight lines, with plenty of freeboard to be able to operate in rough water with a full load.

Lone-Wolf Operation

Her length is 28 ft., with 9 ft.-6 in. beam. Her net reel is set just a shade forward of amidships, with the roller across the gunwales at the bow, and the cabin about as far aft as you can get, and over on the starboard side. The cabin is hardly more than telephone-booth size, and is used very seldom, mainly for shelter in thick weather.

With a forward net reel, a clear deck, and a set of auxiliary controls

With a glass-fibre yacht hull, net reel well forward and cabin far aft, **Martha** is, to say the least, an unusual-looking gillnetter.

The net reel forward is shown here. Box just aft of the net reel is an engine hatch.

placed outside the cabin and in front of it, the *Martha* is a one-man boat. Without ever turning his head, the skipper can navigate the boat, set and bring in the net all by himself.

The Ford Osco engines, which were purchased through Fellows & Stewart of Terminal Island, Calif., are set in covered hatches just about amidships, aft of the net reel, on port and starboard sides. They are available just as pleasure-boat engines usually are, by simply lifting off the hatch cover.

Except for four wood stringers which extend the length of the boat, and three bulkheads, the entire hull is glass fibre. Working from the outside in, the bottom is built up of a layer of 1-oz. glass fibre mat, one layer of 9-oz. cloth, one of 1½-oz. mat, and five layers of heavy roving. Sides are one layer of 1-oz. mat, one of 9-oz. cloth, one of 1½-oz. mat, one of light roving, and three layers of heavy roving. The transom consists of one layer of 1-oz. mat, one of 9-oz. cloth, one of 1½-oz. mat and three of heavy roving. There is a wood reinforcing member across the top of the transom.

The mold in which the hull was made is itself made of glass fibre. In the molding operation, the mold is lined with color gel, and when the layup is pressed against the smooth sides of the mold, the color is molded right into the hull material itself.

Four Nets or More

Normally, Jerry works four nets every day, but he has worked as many as 12. His nets are 200 fathoms long by two fathoms deep and the lead-line rests on the bottom when the net is set. The nets are set out overnight, with identifying signs showing who owns them, and are brought in the following day with the day's catch.

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Big, New Canadian Seiners To Exploit Tuna Fisheries

British Columbia fishermen will invade the tuna fisheries off the coast of Mexico and southward next year, and in 1963 they will extend their operations with two million-dollar seine vessels soon under construction at a West coast yard.

Two fishermen who have played a prominent role in initiating the venture are Bob Karliner, no novice in this type of fishery, and Bill Logan. These fishermen, with their vessels *Pacific Harvester* and *Dominator* respectively, will be fishing for tuna and albacore during the early spring and summer of 1962 in vessels they used to advantage this year and earlier; but in 1963 they will be skippers of two 150-foot steel craft, the first to be designed and built in B.C. especially for tuna and albacore fishing.

The vessels, designed by William Reid, Marine architect, are to be built at Yarrows, Ltd., at Esquimalt. They will be capable of carrying at least 600 tons of frozen tuna.

In general proportions and appearance, the ships will resemble Royal Pacific, recently built at Tacoma, although they will be bigger.

Each ship will cost about $1,000,000, including complement of two power skiffs and major equipment.

Although the Canadian government has agreed to advance a substantial amount to assist the boatbuilding project, the fund is in the form of a loan —not a subsidy, so that the over-all operation is essentially a private venture. Nor are the major fish packing companies involved.

Mr. Karliner, who is now removing the old refrigerating equipment from his 80-foot *Pacific Harvester* and replacing it with new brine spray apparatus, planned to engage in the herring industry between now and the close of the season and then head south for albacore and tuna. According to a study made by representatives of the Fisheries Research Board, his vessel will be able to carry a load of 125 tons. He and Mr. Logan will call in at San Pedro and then, with a 400 fathom seine, sail down the Mexican coast as far as 2,000 miles south of the Mexican border.

The catch will probably be delivered to Ensenada or some other Mexican port; from there it will be transshipped to Vancouver, where packing plant operators have given assurance that they will buy if the product meets requirements. Reported uncertainty of a continuing supply of frozen tuna from Japan has been an encouraging factor.

One of the basic reasons for the government's encouragement of Albacore seining is to diversify the industry and broaden its activity. There has been a good deal of complaint about the over-abundance of gear and fishing effort in the salmon fishery. The pressure would be relieved to some extent if Canadian fishermen found the Albacore fishery profitable.

The contract between the government and fishermen qualifying for assistance would run for two or three years.

Meanwhile the United Fishermen and Allied Workers Union has been petitioning the Canadian government to impose a tariff on frozen tuna, processed in B. C. canneries after delivery from Japan.

Minister of Fisheries J. Angus MacLean points out that while there is a 20% tariff on canned tuna in oil imported into Canada from Japan and 17.5% on Bonito in oil from Peru, there is no duty on fresh or frozen tuna which is to be processed in Canadian canneries. The government has granted this concession to assist employment in the canneries.

The union contends that B. C. fishermen have not been paid an adequate price by the companies for Albacore delivered to them.

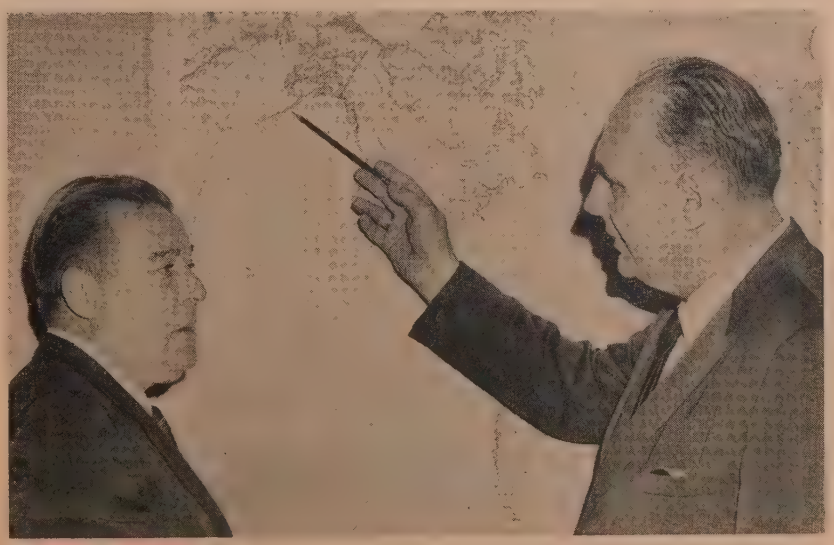
In 1960, Canada imported 4,772,000 lbs. of Japanese tuna, valued at $709,000.

Edward Silva Joins Tunaboat Association

Edward Silva, pioneer fisherman, managing owner of the tunaboat *Santa Rosa* and former president of the American Tunaboat Association, has joined the association staff as a general executive.

One of the youngest men ever to command a tunaboat, Silva came to San Diego in the '20s, and took command of the clipper *Santa Margarita* in the early '30s. He was one of the first fishermen to explore the albacore fishery off the coasts of Oregon and Washington in the '30s, and was in the midst of the tuna industry during its formative and pioneering years.

As a high-level executive of the Tunaboat Association, Mr. Silva will have no fixed duties but will take a part in all Tunaboat Association activities. He is now working closely with the Inter-American Tropical Tuna Commission and is also devoting attention to Government activities in various business fields affecting tunaboat owners, and to the activities of other world producers of tuna.



Talking Russian and Japanese fishing activities in the sensitive area along the Alaska Peninsula are Senator Warren G. Magnuson, left, chairman of the Senate Commerce Committee and the leading fishery figure in Congress, and Clarence Pautzke, pointing, commissioner of the U. S. Fish and Wildlife Service.

Marco Chilena's Iquique Shipyards Division's facilities at Iquique, Chile, where the company is building steel fishing vessels. Note the production-line arrangement. Depth of water on the near side of the mole is 40'.

The Next "Explosion"—

FORECAST FOR CHILE Phase 1 —Boats

• Spectacular developments—"explosions"—in fisheries have been a comparatively common phenomena in the recent history of the world's industrial fishing.

Counting some of them:

South Africa in the fishing of pilchards and maasbanker, in pilchard canning, and in the manufacture of oil and meal.

Japan in the building of a new postwar industry on the high seas, an industry of salmon, tuna, whaling, trawling, wherever in all the world fish are to be found.

California, where the continuous increase in tuna canning and market building takes on the aspects of a chain reaction; and where *tuna seining* today provides an intra-industry explosion of great "yield," as they say in the terminology descriptive of atomic explosions.

Finally, and *most spectacular of all—*

Peru, whose fisheries in 15 years have risen from almost nothing until they stand among the first half-dozen nations of the world in tonnage of fish caught and converted into wealth.

• Where will the next Explosion be?

Chile, say some of the men who study these things closely; and they well may be right, for Chile appears to stand today in fisheries where Peru did a few years ago, and in some respects at least with possibly even greater potential.

With these entrancing possibilities in mind, *Pacific Fisherman* over the next few months will publish a series of articles on developments in the fisheries of Chile, and particularly those of northern Chile, where the explosive character of growth seems to be most evident.

This article, then, deals with Phase I of this growth—the building of the fleet.

Next to fish themselves, a fleet is the essential in the growth of a fishery; and the building of boats, modern, effective boats, may well be the primer of the Next Explosion.

This lack of boats perhaps more than anything else has held back the profitable, continuing development of Chile's fishery resources. The coast of Chile is roughly 2,500 miles in length, with rich resources all the way, but boats are few, small and old.

In Iquique right now something is being done to correct that condition—something has been started which will be important in the extension of Phase 1 of the Next Explosion—the building of the fleet; and it provides the prime subject of this article.

• First of all, a word about Iquique.

It is situated in northern Chile, about 150 miles south of the border with Peru, and formerly was the great Chilean nitrate port. With the rise of manufactured nitrates, shipment of the natural product declined and left Iquique with splendid port facilities and no business. It was an area of economic disaster and its condition became of primary concern to the Chilean government's Corporacion de Foment de la Producion—Production Development Corporation—commonly called CORFO in Chile.

The richness of the fishery resources of the sea along the coast of Northern Chile was recognized. Successful development in neighboring Peru showed what could be done—and the Iquique coast had the same sorts of fish, and in something of the same volume. The promise was plain.

To encourage development of its fisheries, the government of Chile enacted two laws, one applicable to the country as a whole; and one specifically designed to redeem Iquique from economic disaster through encouragement of its fisheries.

Growth has begun in the fisheries of Northern Chile under the encouragement of these laws, but lack of effective fishing vessels has handicapped it until now. As 1961 comes to its close modern fishing vessels are being launched in Iquique and Phase 1 of the Next Explosion appears fairly started.

• After some years of study of

Chilean fisheries and their possibilities, Marine Construction & Design Co. of Seattle, Wash., U.S.A., has embarked upon a double industrial venture through its subsidiary Marco Chilena S.A.

One aspect of the enterprise is the operation of fishing vessels and the marketing of their catch. The second is in the conduct of a modern shipyard by Astilleros Iquique Division of Marco Chilena S.A.

Peter G. Schmidt, president of Marine Construction & Design Co., returned to Seattle recently from several months in Chile and provides the information on the activities of this Marco subsidiary.

● The fishing and operating phase of the Marco Chilena program involves three Marco designed-and-built steel 50-ft. fishing vessels. They were shipped originally to the south of Chile, where they fished for a year at Talcahuano in the sardine and merlucia fishery, and went through the great Chilean earthquake.

They were then moved to the anchovy zone and based at Iquique, where they are now fished primarily as a pilot operation for the testing of design and equipment and methods. Perhaps even more important among their functions is the training of fishermen for the larger responsibilities and opportunities of larger vessels built employing the design, equipment and methods proved by their pilot fishing.

● Marco Chilena's Astilleros Iquique (Iquique Shipyards) Division is located on the Molo del Abrigo (Breakwater Mole) at Iquique, a long breakwater sheltering the harbor, and with a level surface 200 ft. wide. It was built many years ago as a part of the nitrate port development and provides admirable facilities on a deep water slip.

In charge of the shipyard is Howard Springer, who for a year has been working on the project in Chile and in the planning stages in Seattle. The plant is well equipped with the facilities for steel boat construction and builds only to standards acceptable in the United States. Management of the yard has been particularly well pleased with its success in building a work force of well qualified employes.

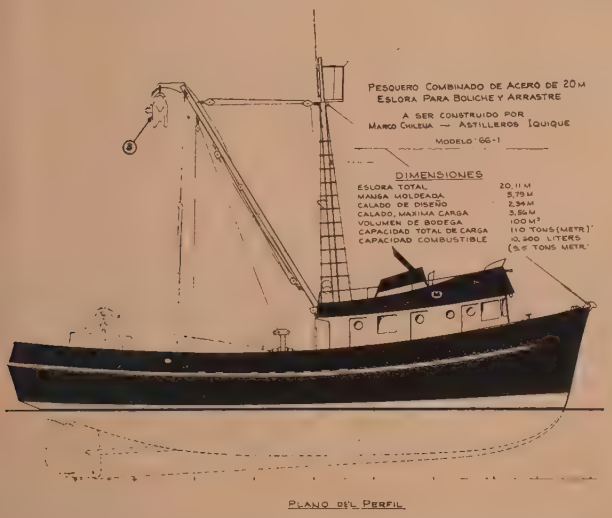
At time of writing the Marco yard had four vessels under construction and five more on order.

First vessel to be completed is designed and equipped as a combination research, exploratory and gear-experiment vessel for the Catholic University of Antofagasta.

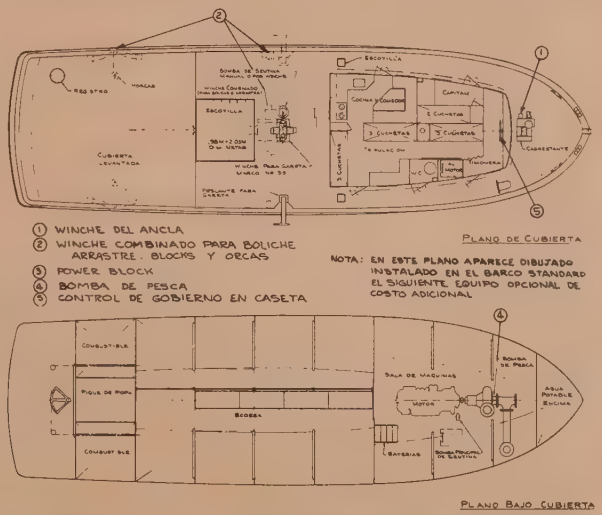
Second is on order from San Jose de Arica of Coquimbo, and will be fitted for trawling shrimp and langostinos, and also for seining sardines and mackerel. Trawling under Chilean conditions has some extraordinary features and generally is conducted at depths to 200 fathoms.

Both of these two vessels are equipped with Marco units designed specifically to meet fishing problems as they are encountered in Chile by the three Marco fishing craft currently operating for the company.

The other two vessels building will be equipped for anchovy seining.


PESQUERO COMBINADO DE ACERO DE 20 M
ESLORA PARA BOLICHE Y ARRASTRE
A SER CONSTRUIDO POR
MARCO CHILENA — ASTILLEROS IQUIQUE
MODELO 66-1
DIMENSIONES
ESLORA TOTAL 20.11 M
MANGA MOLDEADA 5.79 M
CALADO DE DISEÑO 2.34 M
CALADO, MAXIMA CARGA 3.84 M
VOLUMEN DE BODEGA 100 M³
CAPACIDAD TOTAL DE CARGA 110 TONS (METR.)
CAPACIDAD COMBUSTIBLE 10,500 LITERS (9.5 TONS METR.)

PLANO DEL PERFIL


① WINCHE DEL ANCLA
② WINCHE COMBINADO PARA BOLICHE ARRASTRE. BLOCKS Y ORCAS
③ POWER BLOCK
④ BOMBA DE PESCA
⑤ CONTROL DE GOBIERNO EN CASETA
NOTA: EN ESTE PLANO APARECE DIBUJADO INSTALADO EN EL BARCO STANDARD EL SIGUIENTE EQUIPO OPCIONAL DE COSTO ADICIONAL

PLANO DE CUBIERTA

PLANO BAJO CUBIERTA

Design of the boats is well shown in the accompanying illustrations. They are 66-ft. long and are called Marco Model 66. They are a development of the Model 60 design which has proved so successful in Peru, where Fabricaciones Metalicas, the Marco licensee, has delivered more than 50 of the model and has many now on order. The 66-footers will carry 100 tons of anchovies in the hold and another 20 on deck. All are fitted with Puretic power blocks and Marco deck equipment proven in practice in the South American fisheries.

B. C. Packers and Japanese Unite in Whaling Venture

● British Columbia Packers, Ltd., Canada's biggest fishing-packing company, will team up next year with Taiyo Gyogo, Japan's great fisheries corporation, in operating a whaling fleet in the North Pacific.

This is probably the first venture of its kind, representing a partnership of Canadian and Japanese interests in the fishing industry.

Negotiations in Japan were concluded by Ken Fraser, vice president, production, of B. C. Packers, Ltd., in October. As a result, the Japanese company will make an investment in the established shore plant at Coal Harbor, Vancouver Island, to cover the cost of installing equipment for production of quick freezing and storing whale meat.

The Japanese company will also provide some of the catcher boats to be used next season in the whaling operation off the B. C. coast and these will probably be under the command of Japanese skipper-gunners. B. C. Packers will also operate some of its better whaling vessels, retiring those that have proved less efficient.

● Key to this deal is the readiness of the Japanese market for whale meat for human consumption. Without such a market, whaling has been a precarious business in B. C. from an economic standpoint in recent years, and last year there was no whaling off the province's coast because it was found impossible to reconcile probable revenue from the sale of whale products such as meal and oil with the known cost of operation, especially labor costs.

If all goes well, the B. C. Packers-Taiyo Gyogo fleet will be in business early next spring aiming at a new production record. The B. C. Packers fleet of six vessels killed 869 whales in 1959, an all-time high for the area.

Captain Arne J. Borgen, senior skipper for B. C. Packers, accompanied Mr. Fraser to Japan. One of his responsibilities was to inspect the Japanese vessels and determine whether they would meet Canadian requirements.

Plastic Boat "Christy" Built by West Coast

Pacific Fisherman erred in its October issue in crediting the building of Glenn Andersen's plastic Bristol Bay gillnetter. This craft, which was pictured on Page 11 of our October number, was built by West Coast Marine, Inc., of which Richard E. Hunton is president.

Kink Observes Japan Fisheries and Conference

Captain Dick Kink, Puget Sound purse seiner and Washington state legislator, visited Japan in November for a triple purpose.

He attended the sessions of the International North Pacific Fisheries Commission as a special observer from the Washington legislature and its interim fisheries commission, of which he is chairman. The second enterprise was to represent Bellingham, Washington in contact with its "sister city" in Japan, the fishing port of Totayama, guarding the tip of the easterly peninsula at the entrance to Tokyo Bay.

Finally, he made the opportunity to study the fisheries of Japan, their thinking, their gear, and the methods they use.

He returned to the United States with several samples of new types of Japanese fishing gear, particularly a device used in trolling at sea, but for fish other than salmon.

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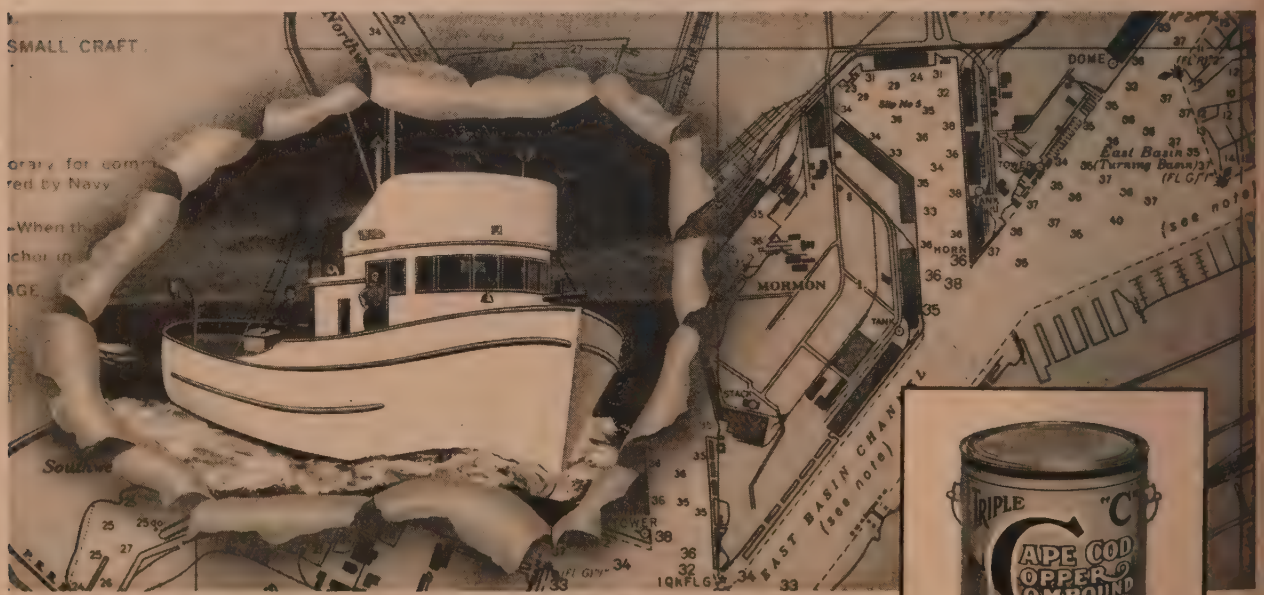

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W. M. Chapman Joins Van Camp Foundation

Dr. W. M. Chapman of San Diego, long a leading figure in the fisheries industries, has joined the Van Camp Foundation, a division of Van Camp Sea Food Co., as Director.

In his new post, Dr. Chapman will in general deal with problems affecting Van Camp's relations with the fisheries industries, and with local, state and national legislative bodies. He will also handle high-level special assignments on company matters, working with Harold Cary, special assistant to President Gilbert C. Van Camp Jr.

Dr. Chapman will remain in San Diego as a home base, although he will be called on to travel world-wide in view of Van Camp Sea Food Co.'s global interests and activities.

Moss Landing Develops Marine Railway Facilities

Marine railway facilities at Moss Landing harbor have been expanded to include full boat repairs and new construction. With the signing of a long term lease between Wilbur Sandholdt and Ray and Frank Siino, operators of the long established Monterey Boat Works, the port will now be enabled to offer increased services to boat owners.

The Siino brothers were apprenticed from boyhood by their father, owner of the Monterey plant for many years. From the time they could measure and saw and caulk, they were taught with old world thoroughness the right way to build and repair boats.

After the death of their father, the brothers continued to operate the yard. They plan to use it now for handling smaller boats and for winter storage. The two plants are combined under the name of Monterey Bay Boat Works.

Foundations of sufficient strength to handle any type vessel from a 16' sailboat to a purse seiner were laid when Sandholdt built the yard. He put in the much needed facility almost single handed; since waters of Moss Landing slough are quiet and protected boats in increasing numbers have been "going up."

Patterns for the well known clipper bow Montereys have been in the Siino family for generations. One is now under construction at the original plant and the brothers hope to build another one in Moss Landing.

The new operators are pleased with their second yard.

"We've been hoping to run the Moss Landing facility in connection with our other one for a long time. We're planning to put in a machine shop and wood working shop so there will be everything here to make a small repair or build a new boat," they said.

With the new order it is believed other types of activity concerning boats will enter the field at Moss Landing. Need for an engine repair shop is being discussed. With such an addition services to boat owners will be complete.

Mahi-Mahi Marketed In Carnation Packages

Consumer portions of mahi-mahi, as the Hawaiians call the true dolphin, are being marketed in Southern California by the Seafare Corporation in its red and white "Carnation" brand package.

This fish, widely esteemed as one of the finest tropical fish, is offered in skinless and virtually boneless cuts. It is a great favorite in the Hawaiian Islands.

"Northern Light II" Shines Brightly Among Boats of 1961

● *Northern Light II* is one of the bright, new lights of the Puget Sound trawl-halibut fleet. She's a 58-footer, by 17.5 by 9, and thus qualified under the Alaska limit, but she's not setting a seine right at present.

Owner is Hans Hoddevik, a Seattle fisherman with definite ideas of quality in a boat and its equipment. Pacific Fishermen, Inc., built her and Capt. Hoddevik powered her with a General Motors Detroit diesel purchased from Modern Motors, Inc. It's a 227-hp. at 1,800 rpm. and turns a 54 by 40 wheel through 4.5 : 1 GM reduction-reverse gear. There's a 75-hp. GM power take-off on the front end, too.

Instruments? Northern Light II has pretty nearly as many as a destroyer. For example, Northwest Instrument Co. set her up with an Apelco 100-watt input radiophone with Monrad marine antenna. She has a Raytheon radar with the wide scanning antenna. She has a loran, too; and her sounder is a Simrad from Norway, secured from Viking Equipment Co., Seattle.

Auxiliaries? Sure. A Lister-Blackstone 3-cyl., air-cooled diesel purchased from Marine Equipment Co., Seattle, drives (1) the refrigeration compressor; (2) the 32-v. Delco-Remy alternator for battery charging; and (3) the self-priming Barbes bilge, fire and wash-down pump.

Refrigeration? She's got it. A 7½-hp. Tecomseh Freon compressor refrigerates the main hold for ice holding; and there's a little fellow of the same make for galley refrigerator and freezer. All this was supplied and installed by R. W. Sales Corporation, Seattle, operated by Vaughan Russell. The refrigeration coils encircle the hold thoroughly, and are designed to keep her ice intact and cold to the time it goes to work on the catch.

Deck Gear? It is hydraulic-driven off the main engine through the power take-off. The anchor winch is a Kohlstrand hydraulic and the trawl winch is a Model 16-BA Rowe fitted with air clutches and hydraulic drive.

Northern Light II tries out her Raytheon radar in the Ship Canal at Seattle in June before setting out to earn a share as one of the bright boats of 1961.

Service to the Fleet of the Canadian Fishing Co. in British Columbia waters is the assignment of **Cormorant II,** commissioned as a scout boat, and this year given new capability with twin Caterpillar D320 turbocharged diesels, each developing 130-hp. As installed by MacLean's Shipyard, Prince Rupert, the engines furnished by Finning, Vancouver, give the boat 20 knots speed. They turn twin 18 by 22 propellers through Capitol 1.5:1 reduction gears. Ken Malcolm is in charge of **Cormorant II,** which works out of the integrated Confisco establishment at Butedale.

James Sinclair Relinquishes Active Fisheries Duties

Owing to pressure of other duties, James Sinclair has resigned as president of the British Columbia Fisheries Association, although he will continue as director of that organization.

Mr. Sinclair was federal minister of fisheries in the Canadian government for five years prior to his appointment to the association. No successor will be named. John M. Buchanan, chairman and president of British Columbia Packers, continues as chairman of the association—a post he has held for many years.

Kenneth Campbell, who has been associated with Canadian Fishing Co. in Vancouver in various capacities for the past nine years, has been appointed secretary-treasurer, effective September 1, succeeding the late John Macdonald, who died a year ago.

W. B. M. Wyness, who had been acting secretary since Mr. Macdonald's death, continues as the association's safety director.

Mr. Campbell brings to his new post the advantage of practical experience in the production and marketing of fish products and his appointment has been well received by the industry.

Mr. Sinclair was named to the top executive post of the Lafarge cement organization in British Columbia and president of Deeks-McBride, Ltd., a couple of years ago, but he was persuaded to continue on a part time basis with the association. Increasing business duties, plus his greater activity as a member of the B.C. Energy Board, made it necessary for him to quit his association post, although as a director his advice will continue to be at its disposal.

Solve Rolled Gillnet Problem This Way

• Saw a handy gizmo up on Bristol Bay last summer.

That is, it's handy if you have a rolled gillnet problem on your hands, or in your boat.

A rolled gillnet is a troublesome thing; particularly when the fishin's heavy and the net would earn you a few hundred dollars an hour if it wasn't rolled up.

How'd it get rolled? Well that's a thing that the Bristol Bay tides understand; and they're right sharp at rolling 'em.

• Anyway, this was at Pederson Point. Pent Jarvela of Aberdeen, Wash., and Eino Moilanen of Portland had their net rolled up into a nylon hawser.

The gizmo consisted of a low tripod with a sort of vertical shaft or pivot sticking up. On this pivot rode a wheel from an old hand truck; and wired to the wheel was a cooler, discarded (or borrowed) from the cannery. There was a square piece of plywood wired to the cooler to keep the leadline from dragging down through the cooler tray.

The net was piled on the plywood panel, and studied carefully to determine the direction of the twist.

Once this was found, one man rotated the table counter to the twist in the net, while the other hauled the cleared net onto the rack thankfully.

• With the gizmo, it didn't take long; and then Jarvela and Moilanen had time to talk a bit with *Pacific Fisherman* about rolled nets, and what to do about them.

One of them, we forget which, waxed somewhat philosophical about modern gillnets. Says he:

"Nylon is a two-faced thing. It catches more fish, and that's good; but because it catches more fish it brings many misfits into fishing, and that's bad."

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ABOVE: The 470-fathom Trilock woven net is stacked by crew after a test set.

LEFT: On her trial cruise, the **Joan of Arc** picks up her net after making a successful set off San Diego, Calif.

Joan of Arc Converts From Clipper to Seiner

Bringing the California tuna fleet another step nearer to 100% purse seiners, the 130-ft. *Joan of Arc* recently returned to fishing after conversion from clipper to seiner.

The *Joan of Arc* is one of several vessels that had their sterns sponsoned out during conversion. As a clipper she boasted a speedy, sharp, extreme cruiser stern, which is of course no asset to a seiner, for it takes more space than that to carry a turntable or platform and net.

The stern was further modified to provide a raised "poop deck" for greater fish capacity, greater buoyancy astern, and safety. The *Joan of Arc* has a steel hull, 27-ft. beam, and will carry around 275-280 tons of fish. Owned by Steve Kral, she is sailing under command of Capt. John Robello, skipper, with George Newton as chief engineer and John Falconi as net boss. The conversion job was done by Campbell Machine Inc. of San Diego, from plans drawn by Arthur DeFever, naval architect.

JOHN FALCONI, net boss of the **Joan of Arc.**

470-Fathom Net

Her net is a Trilock woven net, 470 fathoms long by eight strips or about 42 fathoms deep. The net is standard, with 7/16-in. galvanized steel chain leadline, ¼-in. bridles and about 3600 6 in.-by-7½ in. Goodrich Spongex floats. The net was hung in the yard of U. S. Net & Twine Co. in Long Beach, Calif., under the supervision of Mr. Robello and Consultant Borti Petrich, and was delivered complete in a package to the ship.

Her purse line is Wickwire steel cable, ⅝ in. with a 3/4-in. center piece. Plymouth rope is used, with Samson Cordage hangings. Net and accessories were made by U. S. Net & Twine Co. and supplied through Stewart's Supplies of San Pedro, Calif.

Like most modern seiners, the *Joan of Arc* carries plenty of power. Her main propulsion engine is a Superior 900-hp six-cylinder supercharged diesel engine, with two 200-hp six-cylinder Atlas diesel engines for auxiliaries. For driving the Northern Dragger winch she ships a 371 GM diesel engine with a 3:1 Twin Disc torque converter. Marco hydraulic controls are used for working the Puretic power block, booms and winch.

Her skiff, 28 ft. by 16 ft., was built by Mauricio & Son, Point Loma, and is powered by a 671 GM diesel engine with a Twin Disc 2:1 reduction gear.

JOHN ROBELLO, skipper and George Newton, Engineer of **Joan of Arc.**

B. C. Indian Fishermen May Form Their Own Union

First serious break between the fishermen's union in British Columbia and the Native Brotherhood became apparent during the past few weeks. It was indicated that when the 1962 salmon season opens, the operators may be negotiating with two instead of one organized groups of fishermen—both the United Fishermen and Allied Workers Union, which has been dominant for many years, and a union sponsored by the Native Brotherhood.

Before then, however, a sharp conflict between the two fishermen's bodies was likely to occur. There evidently has been a smouldering resentment on the part of the natives for some years, based on the contention that they have not been adequately represented in the union's policy decisions. The union, on the other hand, concerned with the prospect of a break in their bargaining position, can be counted on to resist the threatened division.

Frank Calder, a member of the British Columbia legislature, the first native to be so honored and a longtime leader in Brotherhood affairs, has suggested that white fishermen should be invited to join the Brotherhood in establishing another union which would apply for membership in the Canadian Labor Congress. The Congress ousted the UFAW union on the ground that it was Communist-influenced.

Homer Stevens, controversial secretary of the UFAW, says he would regard the Brotherhood's proposal as "raiding" and oppose it accordingly.

There are about 7,000 members of the UFAW and about 2,500 in the Brotherhood, although Calder claims to represent more than 40,000 Indians.

The Brotherhood is strongest in northern B.C., where members claim they have lost earnings in past years as a result of strikes called by the union during the early part of the season when, under normal conditions, the Indians would have their best opportunity of making good catches.

The Brotherhood expected to formulate its policy at a series of meetings between November 20 and 25.

Another Nautilus On the Way

Naval architects' plans have been drawn, and bids have been called for from several shipyards for converting a sistership of the new *Nautilus* into another 800-ton tuna seiner for the California fleet.

Owners of the new hull, which is already purchased, are Walter Wencke and Jackson Nokes of San Diego. Neither is an experienced fisherman. Mr. Wencke is an attorney with varied business interests in San Diego, and Mr. Nokes is an accountant. Mr. Wencke last fall was a candidate for Congress from San Diego, and made an active though unsuccessful campaign against incumbent Congressman Bob Wilson.

The future seiner, an all-steel 189-ft. US Navy mine-layer, is at present in Sausalito, Calif. The naval architect on the job will be Arthur DeFever.

Adrian J. Moyls Dies

Adrian Joseph Moyls, managing director of Anderson & Miskin, fish exporters, in Vancouver, B.C., for many years died recently after serving his company for 63 years.

The Anderson & Miskin organization in B.C. is now headed by A. B. Tingey, a son-in-law of Mr. Moyls whose son, W. J. Moyls, continues as an executive of the company.

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Appointments to Alaska Board of Fish and Game

Governor William Egan recently announced the appointment of Mr. Walter Kirkness as Commissioner of Fish and Game for the State of Alaska. Mr. Kirkness will fill the vacancy created by the recent retirement of Mr. C. L. Anderson.

Mr. Kirkness joined the Alaska Department of Fish and Game in 1950 following his graduation from the University of Washington School of Fisheries, military service, and four years of experience as a biologist with the Washington Department of Fisheries. He has served in various capacities with the Alaska Department of Fish and Game, and has most recently directed its Commercial Fisheries Division since the advent of statehood.

Mr. Kirkness assumes the Commissionership with broad experience in all aspects of Alaska's fisheries on local, national, and international levels.

Mr. Stanley Swanson has been advanced to the post of Chief of the Commercial Fisheries Division, the position formerly held by Mr. Kirkness.

Governor Egan also has appointed three new members to the Alaska Board of Fish and Game in recent weeks. The new members are: Mr. Dale B. Friemering, Unalakleet; Mr. Frank See, Hoonah; and Mr. Gordon Jensen, Petersburg.

Racey Biven Passes

The diminishing ranks of the old-timers in the California fishing industry were thinned out by one more member last October 27 when J. R. ("Racey") Biven died in Long Beach, Calif.

Mr. Biven, 67 years old, was president of the old Coast Fishing Co. In the fishing business since 1919, he had lived in San Pedro for over 30 years. In recent years, although he was engaged in a business totally separate from the fishing industry, he maintained close friendships with his former colleagues, and was a more familiar figure at industry gatherings than many an active fishery executive.

Mr. Biven died in Long Beach Memorial Hospital after a short illness. He is survived by his widow and a daughter, both of San Pedro, and a son, Juan A. Biven, of Menlo Park, Calif.

Sardines Still Shy

The 1961-62 sardine season last month showed signs of going along just about as the California Fish and Game Department had predicted—in one word, slow.

According to the Bureau of Commercial Fisheries, season's landings to mid-October totaled 11,586 tons, 5656 tons under 1960 year-to-date, and almost 1000 tons short of the poor 1959 catch to date. The California Fish and Game people made an early-season prediction of between 10,000 and 15,000 tons.

The San Pedro-Long Beach boats were faring somewhat better than their mates out of San Francisco and Monterey. San Pedro's catch to date was 9,434 tons, which is substantially below the 13,087 for the similar period of 1960, but above the 1959 catch to date. The San Francisco and Monterey fleet had landed slightly more sardines in 1961-to-date than in 1960 (442 tons as against 381), but under 1959 (795 tons). The Monterey catch to date was below both '60 and '59.

San Diego Tunamen Win Net Area

The American Tunaboat Assn. of San Diego won a valuable victory for its members when the Harbor Commission agreed to set aside some 400 ft. of embarcadero space for a net mending area.

August Felando, manager of the tunaboat association, had made a strong plea to the Commission to provide the facilities, declaring that the vessels would be forced to do their net-mending in San Pedro, where space was already available, unless San Diego took adequate measures.

Net-mending space is now as vital to the San Diego fleet as to the Los Angeles fishermen, since most of the former bait-boat fleet has converted to seining and has net problems.

B.C. Fisheries Reassured After New Hydro Threat

British Columbia fisheries interests were alarmed when they learned recently that the B. C. Power Commission planned to develop the hydro potential of Fulton Creek, a tributary of the Skeena River which supports a $1,300,000 annual Sockeye run.

However, their anxiety was short-lived because Dr. Hugh Keenleyside, chairman of the commission, hurriedly followed the original announcement with the assurance that the proposed Fulton Creek project was not scheduled for the early future; in fact, might never be carried out.

It was not denied, however, that the Commission had taken prelminary steps for the Fulton's hydro development at a cost of $10,000,000.

Apart from the danger to the salmon run, most British Columbians could not understand why the minor power source on the Fulton would be needed now that B. C. has embarked on the Peace River power development and is still negotiating on the Columbia, both projects involving close to a billion dollars and far more hydro energy than will be needed in B. C. for generations.

Harbor Boat Expands

Harbor Boat Building Co. of Terminal Island, Calif., is taking over the old Western Pipe & Steel Co. shipyard area for additional large-vessel repair facilities, it was announced recently.

Harbor Boat has taken a five-year lease from the Los Angeles Harbor Department for Berths 128 and 129, and has built office and warehouse facilities. The present yard on Fish Harbor will be maintained as is, but the new facilities will permit handling bigger vessels.

FACE TO FACE WITH REDWING

Here is Louie Frey's new steel Alaska limiter, which operated effectively through the 1961 season in Southeast Alaska with her 220-hp. Caterpillar diesel from NC Marine, Seattle. New built in 1961, she worked her first season as a tender for Whiz at Kake. (See **Pacific Fisherman**, Sept., 1961, Page 67, for story.)

More About Fish Commission

continued from page 11

that thus far the document has provided a workable approach to the varied fishery problems, of the North Pacific Ocean."

Just what Secretary Udall meant by that is not altogether clear, but his language did indicate the feeling in Washington that the treaty might possibly at some time need to be re-examined.

● There was nothing at the talks at Tokyo, either in meetings or informally, which touched on the possibility that the fourth fishery nation of the North Pacific, the Soviet Union, might at some time be included in the Convention.

This was a subject not touched upon. However, the USSR was represented at the meetings by N. N. Andreev, as its official observer, and by S. S. Baranov, his interpreter.

Forecast No. 6—
They Won't Fish With Trawls Alone

● Although trawling was the only fishing method discussed in connection with Japan's proposed operations south and east of the Aleutians and the Alaska Peninsula, this is not altogether a realistic point of view. The fact is that not only trawls, but longlines, tangle nets, drift gillnets, bottom gillnets, and mid-water gear can be looked for with virtual certainty. Thus the American King crab and shrimp fishermen, as well as the American and Canadian halibut and trawl fishermen, can expect to find Japanese competition in the western Gulf of Alaska, and at all horizons in the sea. It will be on the bottom, it will be on the top, and it will be working in between.

Japan officially acknowledged that she had mounted an experimental fishing operation with seven dragnetters from 70 to 80 tons gross each south of the Alaska Peninsula between 155 and 165 west longitude, and south to 53 degrees 30 minutes north.

These vessels worked from August 20 to September 25, 1961, conducting their operations by means of drag nets, longlines, bottom gillnets, drift gillnets, and "mid-water drag nets." Reported catch of halibut was only .7 of a metric ton, with .5 of a ton taken by drag net and .2 by longlines. All halibut was thrown back immediately.

Trawls were by far the most actively fished and most productive form of gear. Accordingly, they took 167 tons of king crab, the largest catch of any single fishing method, followed by 129 tons of rockfish and 97 tons of arrow-toothed flounder, commonly called turbot in Pacific Northwest trawling; 57½ tons of pollock and 10 tons of black cod, 6 tons of cod, 1.6 tons of "flat fish." The longline gear caught only minor quantities of fish, and the bottom gillnets took 70 tons of king crab, but little else. No catch was reported for the drift gillnets.

Forecast No. 7—
The Russians Will Be There Also

● It is altogether to be expected that the Soviet Union also will mount an operation south of the Aleutians and the Alaska Peninsula in the near future. Although no word was spoken of this at Tokyo, and no hint given as to any plans which the Russians might have, it is unrealistic not to expect that they will move to carry out the program which they divulged at the INPFC meeting in 1960.

The whole history of Japanese and Russian development in Bering Sea and elsewhere along the North American coast is full of alternate moves by these two nations.

For example:

1. When Japan moved into the Bering Sea successfully with bottom fishing fleets of the USSR followed fast.

2. When Japan stepped up its Bering Sea King crab fishery, the USSR entered that fishery and moved south to the productive areas near the Alaska Peninsula.

3. This move was followed almost immediately in the late summer of 1960 by the Japan Fishery Agency authorizing three additional King crab operations in the eastern Bering Sea during the autumn of 1961.

4. When the Soviet Union at Vancouver in November a year ago announced its interest in the development of halibut fisheries south of the Aleutians and the Alaska Peninsula, Japan countered almost immediately by mounting the seven-boat operation previously referred to, testing intensively the area previously outlined. That the Soviet Union will match the Japanese operations within a short time is altogether to be expected.

Forecast No. 8—
To Step-up King Crab Research

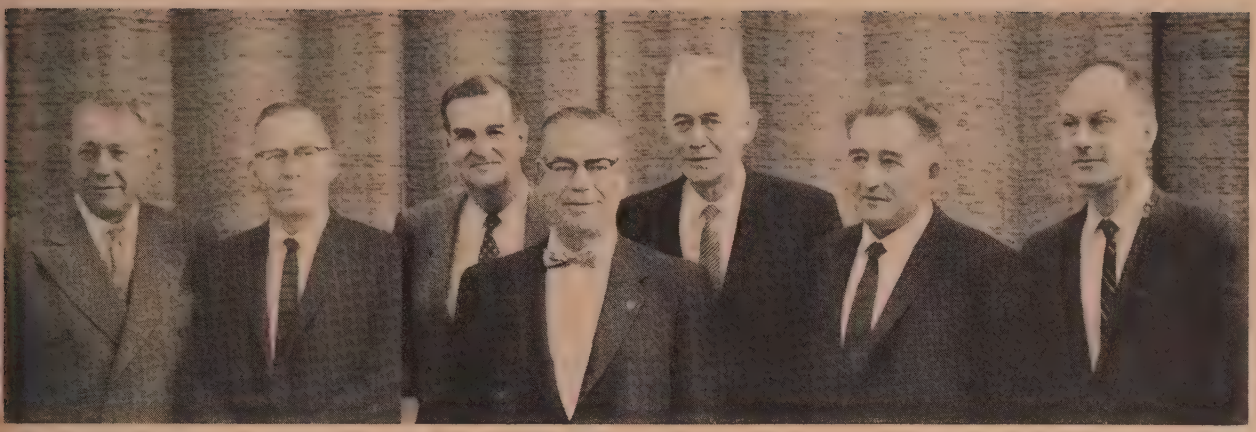
● Explosive development of the King crab fishery in Alaskan coastal waters from Cook Inlet west to Unimak Pass, and to some extent in the Aleutian Islands themselves, brings the necessity for sharply increased research effort on this species into clear focus.

This is further intensified by the prospect that Japan, and perhaps Russia, soon will be participating in the harvest of this resource.

While the State of Alaska has done valuable work in studying the King crab in the area, and the Bureau of Commercial Fisheries for years has maintained a minor research program on the species in Bering Sea, the growing value of the resource and the increasing utilization made of it, make plain the need for a comprehensive study of the resource, lest it be damaged by excessive exploitation in order that the condition of the stock may be known more clearly and any depletion may be detected promptly.

The value of the United States King crab catch for 1961, virtually all of it taken from the area outlined, is calculated at $4,000,000 in landed value to the fishermen. The wholesale valuation of the product as processed

continued on page 3



Seven Alaskans on the Line at the International North Pacific Fisheries Conference in Tokyo. **Senator E. L. Bartlett** is in the center spot. End, tackle and guard positions, from the left are filled by: **Peter Tandstad,** Cordova; **Lowell Wakefield,** Port Wakefield; **A. A. Owen,** Uganik Bay; **John W. Smith,** Metlakatla; **Robert G. Kallenberg,** Dillingham; and **Walter Kirkness,** Alaska Commissioner of Fish and Game. Save for the senator, all are members of the Advisory Committee to the American commissioners.

Strong Team Represents Alaska In Fisheries Contest at Tokyo

● Alaska, with an exceptionally large stake in the fishery problems of the Pacific, fielded today a strong team at the Tokyo Conference. Beside United States Senator E. L. Bartlett, whose distinct contribution is reported upon elsewhere, and Commissioner John H. Clawson of Anchorage, the State of Alaska sent new Commissioner of Fish and Game, Walter Kirkness, together with three of his scientific staff, Dr. Howard Tait, in charge of research investigations; Dean Paddock, Bristol Bay Area management biologist and Donald Siniff, biomathematician. In addition to these, the Alaska Regional Director for the Bureau of Commercial Fisheries, Harry Rietze, was in attendance from Juneau.

Out of the 12 members of the American Section's Advisory Committee attending the Conference 6 were from Alaska; Walter Kirkness, Commissioner of the Department of Fish and Game; Robert C. Kallenberg, Bristol Bay fisherman; A. A. Owen, Kodiak Island set-net operator and salmon canner; J. W. Smith, Metlakatla salmon cannery official of the Indian tribal community; Peter Tandstad, Cordova and Kodiak Island salmon and King crab fisherman; and Lowell Wakefield, president of Wakefield Fisheries, King crab packers.

Other American Advisory Committee members attending included: Charles R. Carry, California Fish Canners Association; H. B. Friele, President, Nakat Packing Corporation; Harold E. Lokken, Manager, Fishing Vessel Owners Association, Seattle; T. F. Sandoz, President, Bumble Bee Seafoods, Inc.; George C. Starlund, Washington State Director of Fisheries; DeWitt Gilbert, Editor, *Pacific Fisherman.*

In addition to Mr. Starlund, the State of Washington was officially represented by D. J. Kink, Bellingham purse seine fisherman and the chairman of the Washington state legislature's interim fisheries committee. Mr. King attended the conference as a special observer.

Neither of the Fisheries Departments of Oregon or California were represented.

Barlett Makes a Point

● Senator Bartlett of Alaska was in Tokyo during the entire period of the Conference. He upheld the hands of the American Section strongly and made distinct contribution in direct influence as well as in advice and counsel.

Senator Bartlett was the guest of honor and the principal speaker at a luncheon which brought together a group of about 30 Japanese industrial leaders in the fields of fisheries, mining, lumbering, and pulp manufacture. To the meeting he extended a picture of an Alaska desirous of development and rich in resources but he quietly made his claim that Alaska's resources are not to be plundered but are to be conserved and used wisely; that full cooperation in this development is possible only when the development of latent resources is accompanied by wise and careful use of those already at their full utilization and exploitation.

Senator Bartlett did not say so in as many words, but it seemed plain that he was enunciating a principle that national regard for conservation of fisheries important to Alaska would be prerequisite to participation in the utilization of the natural resources of its mountains and forests.

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Friend of B.C. Indians, Oscar Bainbridge Dies

Hundreds of Indians of the Bella Bella district in British Columbia buried their "white brother", Oscar Bainbridge, recently in a ceremony that will long be remembered.

Mr. Bainbridge went to Bella Bella, upcoast fishing village, in 1924, to manage the cannery operated there by the old Gosse Packing Co. He never left the village. He preferred to live among the Indian fishermen and their families; the outside world didn't interest him. He was counsellor to the Indians for 37 years, during which time he won their respect and love.

When, at 75, Bainbridge fell ill and died, Indians from several villages congregated at Bella Bella to participate in the services. For 35 hours the Indians feasted and engaged in various traditional ceremonies. Finally, the casket was carried through the village streets, accompanied by an Indian band playing funeral music, to the wharf where it was transported by towboat to the burial grounds on an adjacent island. Three seiners followed, carrying the mourners. Chief Charlie Moody of the Bella Bella Indians was in charge of the services, with David Carpenter representing the Native Brotherhood.

Born in Liverpool, Mr. Bainbridge studied to be an architect, but never practiced the profession. He went to B. C. in 1920 after World War 1. When Gosse Packing Co. merged with B. C. Packers he continued as manager at the Bella Bella camp, but he also served as postmaster, magistrate, registrar of voters and storekeeper.

New Owners for B. C. Yard Building Fishing Vessels

B.C. Glass Hulls, Ltd., North Vancouver boatyard which has been specializing in fibreglass boats for commercial fishermen, has been purchased by Reginald Davis, former owner of North Shore Lumber Co.; Heinz Hartman, former foreman at B.C. Glass Hulls, and Dave Palmer, former manager of the yard.

Gerry Talbot, who has operated B.C. Glass Hulls, retains the name and the company will continue to operate in the field of marine design and engineering. The yard, however, is being operated by the three partners mentioned, under the name of Beaver Glass Hulls.

Successful Albacore fishing vessel is Vinmar, which got to fishing again in August after putting in at Los Angeles for a few days to have a new GM 453 diesel installed. The new six-cylinder Jimmy, 120-hp, replaces a gas engine. **Vinmar is 36'** long with 10.5' beam. She is owned and fished by Mr. and Mrs. **William Barce** of Los Angeles, who had Anderson-O'Brien of San Pedro put in their new diesel.

Bob Walker Now President Of Marine Supply Company

R. E. (Bob) Walker, who was associated for many years with B. C. Packers, latterly as president, until his retirement several years ago, has been named president of Ocean Marine Supply Co., Vancouver, B. C. Active direction of the company will be in the hands of George B. Davis, one of the original founders of the supply house, which represents Plymouth Cordage and various other lines.

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More About Fish Commission

continued from page 28

for market rises to $12,000,000.

In Bering Sea the annual harvest of King crab for years approximated 1.5 million crabs. In 1961 with 7 fleets, counting those of Japan and the Soviet Union active in this fishery the catch is estimated at 6 million crabs.

At the same time the United States fishery in coastal waters south of the Alaska Peninsula has grown as fast a rate, with the catch in 1961 estimated at 4 million crabs.

Such rapid growth, with so much at stake, and now with the prospect of two other nations seeking to share the resource in the Gulf of Alaska and to westerly the necessity of a comprehensive research program, adequately financed and aggressively maintained, becomes plainly evident.

This position with respect to the future studies on King crab in the area of the American fisheries was advocated vigorously at Tokyo by Lowell Wakefield, Peter Tandstadt and A. A. Owen, three industry members of the American Section's Advisory Committee, supported strongly by Frank Fukuhara, Bureau of Commercial Fisheries biologist.

Forecast No. 9— B.C. Herring Stay Abstained

● Abstention by Japan from fishing for herring off the Pacific Coast of Canada will continue for the time being.

In his opening statement at the Tokyo Conference, George R. Clark, Deputy Minister of Fisheries for Canada and chairman of the Canadian Section, said: "The Canadian Section still contends that the stocks of fish for which Canada has submitted reports continue to meet the conditions for abstention." These stocks of course are halibut and herring.

The Japanese have attacked the qualifications for abstention of both of these species. The United States in 1959 acknowledged that the Alaska herring population no longer should be considered as qualifying for abstention. At that time it doubtless had been intended to mean the *American* stock, and in the following year the Japanese pointed out, somewhat to the embarrassment of the United States Section, that there were also stocks of herring off Puget Sound and down the American coast to beyond San Francisco.

The United States this year cleared-up this oversight and, accordingly, Japan will be free to fish herring on the high seas off the coast south of the strait of Juan de Fuca—provided always of course that they can make it pay.

Forecast No. 10— Japan Catch Data Expected

● There will be better information, more promptly supplied, about the operations of the Japanese high seas fleet during the coming season. This can be forecast confidently as result of concessions made by the Japanese in response to strong urging by American biologists and the Commission.

Lack of adequate information as to the volume and area of the Japanese high seas catch has proven a serious handicap in the management of the Alaska fisheries than in the forecast of future runs.

While Japan promised more adequate statistical reporting in the future, the American Section contended the anticipated reports still will be inadequate. In his closing remarks Chairman Brooding of the American Section felt that the promised material still would not be fully adequate to meet the needs of the scientists.

"We believe that all members of the Commission have an obligation to furnish all pertinent information in the most useful form possible."

So much for forecast. Now for some observations:

● The next meeting of the International North Pacific Fisheries Commission will be held in Seattle, the official and formal opening being scheduled for November 12, 1962, preceded by two weeks of committee meetings.

The Alaska delegation had proposed Anchorage, and made a strong pitch for that city. However, the Japanese Section felt that it would add materially to the cost of its participation in the conference if it were held in Anchorage, and accordingly Seattle was again chosen.

Edward W. Allen of Seattle, was elected chairman for 1962, and thus will serve a third term in this rotating office, which was held for the past year by Iwao Fujita of Japan. Mr. Fujita was elected secretary for the coming year; and George R. Clark, chairman of the Canadian Section, and Deputy Minister of Fisheries for Canada, was chosen Vice-Chairman.

● The facilities provided for the 1961 Conference by Japan were by far the best which any of these Conferences have yet enjoyed. The meetings were all held in the new building of the Japan Foreign Ministry, the space provided being exceptionally suitable in all respects, and a vast improvement over the gloomy and non-functional hotel public rooms regularly provided in the United States and Canada.

A. A. Owen, Alaska state Senator, was elected Chairman of the Advisory Committee to the United States Section, to serve until the close of the 1962 meeting.

As the next meeting of the Commission will be held in Seattle, H. B. Friele, president of the Nakat Packing Corporation, was chosen Vice-Chairman to render on the spot assistance to Mr. Owen prior to the assemblying of the Conference.

Principals of the Conference

● Iwao Fujita of Japan presided throughout the Tokyo conference. Other members of the host section were: Masayoshi Ito, Yoshimitsu Ando and Koichiro Kobayashi, commissioners.

George R. Clark, deputy minister of fisheries for Canada, was chairman of the Canadian Section, which included Commissioners John M. Buchanan, James C. Cameron and Roger T. Hager. Personnel of this section has not changed since the inception of the commission.

Beside Edward W. Allen, elected chairman of the commission for 1962, the United States Section included Commissioners Milton E. Brooding, section chairman, John H. Clawson and Clarence F. Pautzke.

Each section was accompanied by an effective group of experts and advisors.

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Gene Cope Joins BCF On Terminal Island

The Bureau of Commercial Fisheries marketing office on Terminal Island gained a new man recently when Gene Cope was added to the staff.

Mr. Cope will work on marketing development with Ross Hatton, under supervision of area director Don Johnson. Although young in years, he has had a busy career. At Pascagoula, Miss., he was a diver-photographer, engaged in shooting color photos of underwater life for Bureau of Commercial Fisheries research on gear and gear development. He also served the Bureau in Miami as a marketing expert. His gear development work took him to the Bahamas, the Keys and the Gulf of Mexico.

Following this experience he transferred to the Bureau marketing office at Ann Arbor, Mich., from where he went on to Washington to take a management training course, during which he worked in other branches of the Department of Interior as well as in fisheries administration. Mr. Cope holds an AB degree in marine biology from Miami University.

His advent to the Terminal Island office marks a reorganization and expansion of the marketing staff. Ralph Ferrandini, formerly in the Terminal Island office, has been sent to San Francisco to head a new marketing office recently opened in the Old Mint Building in that city. The Terminal Island marketing office now handles marketing matters in Southern California, Nevada, Arizona, Utah, Colorado and Hawaii.

Gene Cope

Melting Ice Helps Save Burning Troller

Five tons of melting ice helped subdue a fire that swept through the 42' troller *Pine Isle* 15 miles southwest of Ucleulet, on the west coast of Vancouver Island, recently.

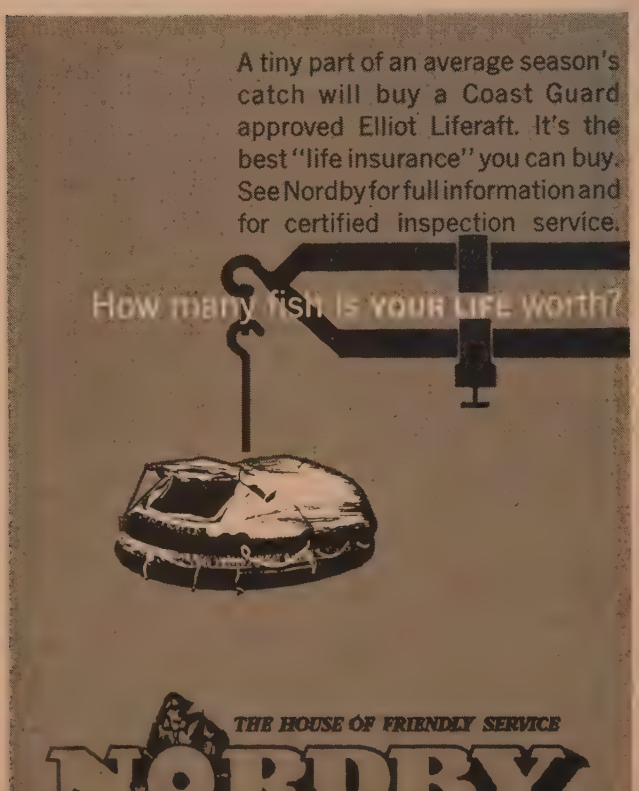
The ice and water, used for preserving fish stored in the vessel's hold, prevented the blaze from igniting 500 gallons of gasoline in the fuel tanks.

Owner of the vessel, Ross Riley, and Brian Fotheringham escaped uninjured, being picked up by the fishing boat *Mon Caprice*.

Sea Extinguishes Star

The *Star of the Sea*, baitboat out of San Diego, was lost in September when she broke up on the rocks off Point Arena, Calif., with a load of Albacore worth, it was said, $42,500 in the hold. She had gone aground in the fog some days previous, and the crew had been taken off without mishap after one stout crewmen swam some 300 yards through high surf to get help. The only mishap was one broken leg suffered by the skipper.

Owned by John J. Silva of San Diego, the *Star* was a 108-footer said to have cost about $300,000. Despite great efforts to refloat her and to salvage her load, she wound up a total loss.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News and Views of National Trade in Fish and Shellfish

December 1961

Adverse Red Forecasts

Yield Realistic Reactions

● Primary factors in the world canned salmon market reacted realistically in November to unfavorable forecasts for 1962 Red salmon production.

How? Well, by preparing to extend a portion of the present adequate inventory of Red halves over a part of the 1962-3 demand. What percentage of the available supply would be reserved is not yet apparent. Orders at present prices will not be refused, of course; but sacrificial sales seem unlikely.

● What are the unfavorable forecasts affecting 1962 Red salmon?

First is the announcement of the pooled opinion of American scientists that the 1962 Red salmon run to Bristol Bay will be on the order of 9 million fish, plus-or-minus 3 million. This figure includes the entire mature population, including any fish the Japanese catch on the high seas, the fish required for spawning escapement, and any Alaska catch.

As the optimum off-year escapement of Reds to Bristol Bay streams is from 6 to 9 million, the scant prospects for 1962 Alaska Red salmon production may easily be understood.

● Secondly, there is the growing evidence that the Adams River run to the Fraser, due to return in its "Big Year" in 1962, has suffered catastrophic damage during the oceanic period of its cycle; and that, instead of being a "Big Year" on the Fraser, 1962 may in fact be one of failure.

This prospect for a 1962 supply of Sockeye halves materially below expectations stiffened the position of Japanese holders of Red halves and by late November Tokyo trading firms believed that adequate financing had been arranged to carry any surplus of Red halves over into the 1962-pack selling season.

When the United Kingdom's orders proved disappointing in the fall of 1961, Japanese high seas salmon canners sought government assistance in financing their packs. This was granted in substantial degree, and was supplemented by additional support from the great trading corporations and the banks, so that at the end of November the 1961 pack of Red halves was being supported by special financing to the amount of Y 18 billion.

● Most of this commentary has been concerned with Red halves. Seattle market for Red talls was variable, depending on whose fish were offered. Advertised brands commanded $36, with unlabelled or buyer's label Red talls at $34. *Some* might be had for $33 from the weaker hands, if they could be found.

Pinks and Chums were strong. No problem there. Some Chum sellers shoved their prices up a buck over the Thanksgiving week-end.

● Pinks were regarded as good property in Japan. Most of them were in the hands of the Hokkaido land canners, who were enjoying the firmness of their position.

Japan's U.S. Tuna Sales Nearing 1961 Target

● Japan's canned tuna export to the United States moved steadily toward its target going into the fall months, picking up a 20c price rise on Lightmeat without faltering.

This was in the first week in September, the rise being applied to a parcel of 50,000 cases offered by the Tokyo Canned Tuna Sales Co., and taken up in short order.

Through August the sales company reported eight-month sales of about 1,735,000 cases to the U. S., including 1,500,000 cases of Whitemeat.

It was expected that further September sales would involve 100,000 cases *each* of Lightmeat and Whitemeat. Similar quantities are earmarked for sale in October, which would bring the 10-month total business to about 2,185,000 cases, very close to the U. S. export target for the year.

It is considered possible that an additional 50,000 cases, above the figures already noted, may be available for sale late in the autumn.

ASDA Adds Members

Pacific fishery firms newly to join the rapidly growing membership of the American Seafood Distributors Association are:

Koulouris & Casaretto, Los Angeles; Norfish Sales Co., Oakland; American President Lines, San Francisco.

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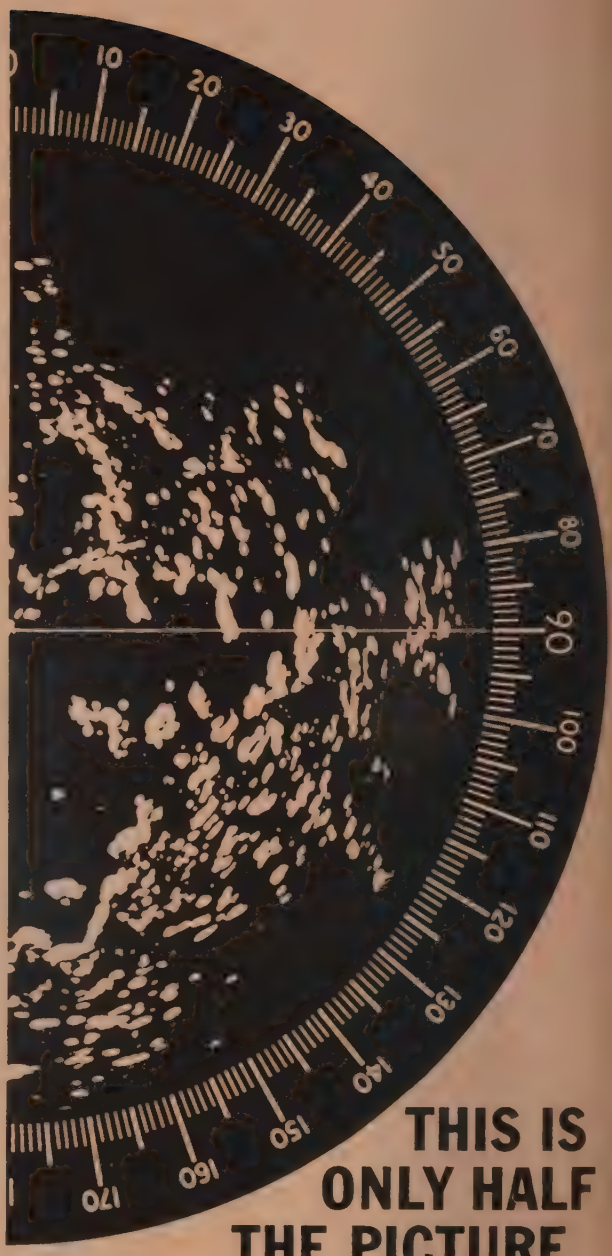

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Paul Staley Is 23rd Chief of Fish Devoteers

Paul Staley, of Seattle Seafoods, Inc., Seattle, was chosen as the 23rd president of The Fish Divoteers at their annual fall golf tournament at the Rainier Golf & Country Club, Seattle, September 15. He succeeds Ken Williams, Marine Food Packing Co., Seattle.

Other officers elected for the ensuing year were James Stephens, Oceanic Sales Co., vice president; Russell M. Boshell, San Juan Fishing & Packing Co., secretary; and Elliot Benton, P. E. Harris Co., treasurer.

With a record turnout of 172 golfers, competition was at a keen edge for the perpetual trophies and prizes awarded at the evening's festivities which were enjoyed by 225 members and their guests—another record. President Ken Williams presided. Gene Murray, veteran salmon cannerman, came out of retirement to add new laurels in his role of master of ceremonies.

The perpetual trophy for low net in the first division went to Jerry Jerkovich, Pacific Marine Supply Co., Ballard Division, with low gross honors going to Sam Rubinstein, Whitney & Co.

In the second division, the perpetual trophy for low net was won by Hal Davis, James Griffith & Sons, with the award for low gross going to J. Stanley Rogers, Missouri Pacific Lines.

Edward Puget, Longview Fibre Co., won the perpetual trophy for low net in the third division. Low gross went to Larry Carlander, Puget Sound Freight Lines.

In the new Callaway division, consisting of guests and members with less than three rounds of play, Bob Thrall, P. E. Harris Co., was the low net winner after a tie-breaking coin flip with Dale Reubish, Minneapolis, Northfield & Southern Railroad. Dave Carey, D. K. MacDonald & Co., took low gross honors.

The perpetual "Cup of Champions," which is awarded at each tourney for low net in all divisions, was won by Edward Pugel with a 63.

Direction of the tourney was in the able hands of Ken Williams, Paul Staley, James Stephens and Morris Nelson, National Canners Association.

Burgess New President of S.C. Fisheries Assn.

Southern California Fisheries Association, composed of fresh and frozen fish wholesalers and brokers, last month selected Norman Burgess of Norm's Seafoods & Poultry, Los Angeles, president for the 1961-62 year.

Mr. Burgess, for many years a member of the association, and active in its affairs, succeeds Ron Jack of E. C. Jack Brokerage.

Elected to serve with Burgess were J. M. Okamoto of American Fish Co., vice-president; Harvey Reynolds of Louisiana Fish Co., treasurer; and Bart Ghio, re-elected secretary. Al Larsen of Crest Brokerage Co., J. Jeffries of Young's Market Co. and Reynolds were elected directors.

Genovese Decides To Do Something About Squid

Steve Genovese, head of the American Freezer Co. at Monterey, is a long-time packer and shipper of squid; one who felt the myriads of fine squid available in Monterey Bay were worthy of something better than being marketed as "ink fish."

He's now putting out a product labeled "Calamari," which is Italian for squid. He dresses selected squid, removing the tentacles, viscera and "pen"; splits the mantle; pounds it after the manner of abalone; and calls it "filet of mollusc."

In an abalone-conscious California it sells as an acceptable substitute for abalone; and is under no export restrictions.

In short, it's ink fish with a college degree and the earning power which goes with such distinction.

Dooms Wins Award

Wm. O. Dooms Company, Oakland fish distribution firm, has won the coveted Blue Water Seafoods "Presidents Cup" for being Number 1 in national competition during the first half of 1961. The award is the "Sea Sprite," a Steuben glass figurine. The award is made on the basis of promotional activity and sales increases.

Van Camp Scholarship Goes to Phoenix Man

Van Camp Sea Food Co. annual scholarship in the amount of $3,000 for education at the University of Southern California was won this year by Charles Noel Page of Phoenix. An employe of the Pay 'N' Takit Market, he was the winner of a competition among students seeking to pursue a career in food distribution.

B.C. Gillnetters Fined

Further indication of the Canadian department of fisheries' determination to enforce regulations was given recently when seven gillnet fishermen were convicted in Richmond police court for illegal fishing or possession of fish, three being fined $100 for taking Sockeye five hours before the official opening time.

Another fisherman was fined $100 for illegal possession and others were fined $25 for beating the deadline on fishing by ten minutes. About 130 fish were confiscated.

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1. Extra strength—MONEL alloy 400 shafts can take the strain of high speeds and heavy work loads.

2. Dependable toughness—They have the resiliency to withstand the shock of striking objects and the pounding of heavy seas.

3. Greater stiffness—Alloy 400 shafts reduce whipping and vibration—help deliver smooth performance.

4. Outstanding corrosion resistance—Alloy 400 resists brackish and sea water, saves you money by prolonging shaft life.

5. Long service life—MONEL alloy 400 shafts can take the punishment of day-in, day-out operation—help reduce the costly problem of untimely haulouts.

So if you're repowering or replacing worn shafting, ask your marine supply dealer about the extra dependability of MONEL alloy 400 or write for our latest brochure.

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HUNTINGTON ALLOY PRODUCTS DIVISION
The International Nickel Company, Inc.
Huntington 17 INCO West Virginia

MONEL®
NICKEL-COPPER ALLOYS

MARCO STEEL SEINERS SET THE STANDARD

46' x 15' Combination Seiner and Crabber

FISHERMEN: YOUR BEST VALUE IS IN STEEL!

- Decrease Maintenance Expense
- Increase Carrying Capacity
- Easier to Convert to a Different Fishery
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54' Alaska Limit Seiner Also Available

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The PAK-FORMER

Leading tuna canners are now using the PAK-FORMER for their Chunk and Grated Style Packs. A variable speed drive permits filling speed adjustments of between 140 and 250 cans per minute. Available to the industry under similar terms as our PAK-SHAPER.

For Complete Information Write to

E. H. CARRUTHERS CO.
Engineers and Designers to the Food Packing Industry
P. O. Box 1332 Warrenton, Ore.

C. L. Anderson Retires With Work Well Done

● Clarence L. Anderson retired as Commissioner of the Alaska Department of Fish and Game in September. He was the first, and to his retirement the only commissioner the department ever had; and in 1949 he was the first —and only—director of its predecessor, the Alaska Territorial Fisheries Department.

Mr. Anderson accepted a stern challenge when he went to Alaska in 1959 to establish an agency which could take over administration of the Alaska fishery resources when statehood was eventually achieved.

That he wrought well is demonstrated by the remarkable accomplishment of the ADF & G in its first two years in control of resources. Performance of the department staff on Bristol Bay under the extraordinary conditions prevailing in 1960 and 1961 must be recognized as an outstanding achievement in sound, effective and reasonable fishery administration.

Clarence Anderson retires with his work well done; and saying in a farewell word to the fishing industry, fishermen and processors alike:

● "Upon my retirement as Commissioner of the Alaska Department of Fish and Game, I wish to express deep appreciation for your cooperation and good will during my 12 years in the service of Alaska.

"During this period, a Fish and Game Department has been developed from an idea on a few scraps of paper to a well functioning organization of 175 carefully chosen, well-trained dedicated employees. These now administer the great fish and game resources of Alaska in protection, biological research and management.

"Setting up a department to utilize and harvest the vast wealth of Alaska's fish and game resources on a sustained yield basis has been my primary concern and endeavor since 1949.

"Several factors such as farsighted legislative support contributed greatly to the realization of these endeavors.

"However, without your active interest that manifested itself generously through the years in both moral and material support, I know that the aims for the department could not have been fully realized.

"Your continued future support will enable your department to accomplish its true mission of serving all the people of Alaska in the management of the state's fish and game resources."

Deming & Gould Promote Hazel

Mr. Charles V. Hazel has been appointed sales manager of Deming & Gould Company, Sales Subsidiary of Pacific American Fisheries, replacing Mr. Robert E. Graham, who has rejoined P. E. Harris Co.

Mr. Hazel, age 55, joined Deming & Gould Company in 1954 and has been sales promotion manager since 1956. He became associated with the food distribution industry in 1926 as a wholesale grocery salesman and has been closely associated with the food industry during the past 35 years, coming to Bellingham from Spokane, Washington in 1954, where he was district sales manager for Sunshine Biscuits, Inc.

B&W Lathrop

MARINE POWER AT ITS BEST

Highest Quality through superior marine engineering

Engines available:
GASOLINE 30 - 155 BHP
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Pour into the tide which moves or flows through and over the net. Presto will completely protect your net and catch. One gallon covers tremendous area. Presto Shark Repellent is the same as used by U.S. Armed forces. In plastic one gallon jug.

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More than 30 frozen seafoods under both brands, including exclusive new vacuum-packed steaks and fillets—freshest frozen fish in your freezer!

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since 1901

CANS FOR INDUSTRY

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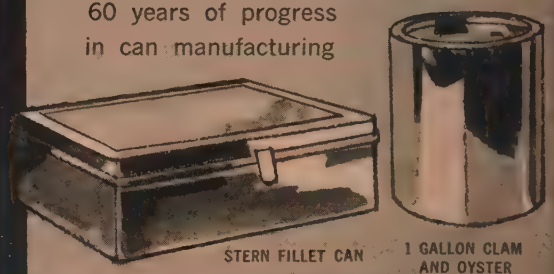

STERN FILLET CAN

1 GALLON CLAM AND OYSTER

STERN CAN COMPANY, INC.

BOSTON 25, MASSACHUSETTS

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For Top Performance and Economy

Wise Pacific Coast Fishermen Choose

CUTLESS SOFT RUBBER WATER LUBRICATED BEARINGS

CUTLESS BEARINGS IMPROVE THE PERFORMANCE OF ANY VESSEL!

If you fish for a living you know the importance of dependable propeller shaft bearings. The kind that gives years of trouble-free, QUIET operation. The kind that saves shafts and keeps boat out of drydock. That kind is CUTLESS—the soft rubber, water lubricated bearing —the bearing fishermen depend on to keep them fishing.

Buy them from your favorite Marine Supply House or Ship Repair Yard when you haul out. Large west coast stocks, popular sizes. Factory stock to 11½-inch shaft size available overnight by air.

Conversion of 150' clipper SUN EUROPA into giant new tuna seiner involved complete hull rebuild at Fellows & Stewart, and use of Goodrich Cutless stern tube bearings.

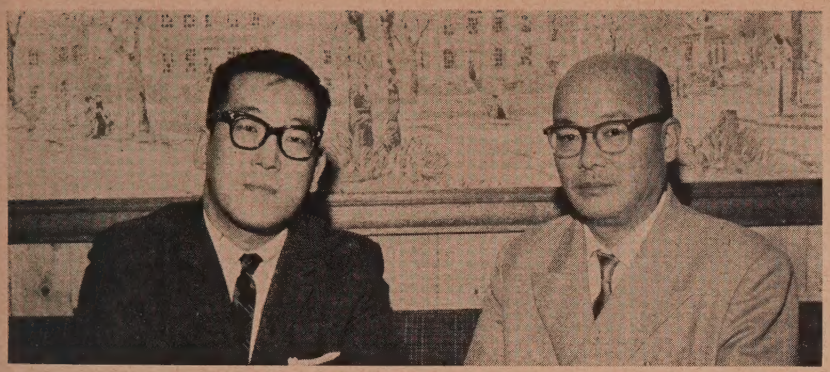
LUCIAN Q. MOFFITT, INC.

AKRON 8, OHIO

Engineers and National Distributors

B.F.Goodrich *Cutless* BEARINGS

PROPELLER SHAFT



Representatives in Japan of Miller Freeman Publications are **Kenji Sakai,** on the right, who has served **Pacific Fisherman** as its editorial correspondent in Japan for more than 30 years; and **Katsunari Toyoda,** who in November became Miller Freeman Publications' advertising representative. He spent eight years in United States universities, earning degrees in business administration and marketing.

"Pacific Fisherman" Opens Japan Advertising Office

Pacific Fisherman on Nov. 1 concluded an arrangement by which it will be represented in the advertising field in Japan by Katsunari Toyoda, a specialist in marketing and business, who has established himself in the Japanese metropolis as a publisher's representative, a specialized form of business of which there are only a handful of examples in Japan.

Mr. Toyoda received his advanced education in the United States, where he spent eight years in several universities, receiving degrees in business administration and marketing.

A native of Kyushu, the southerly island of Japan, Mr. Toyoda has established his office at 4-2604 Hon-cho, Koganei-shi, Tokyo. Associated with him in the new firm are Tohru Kumamoto and Mituru Ebisawa.

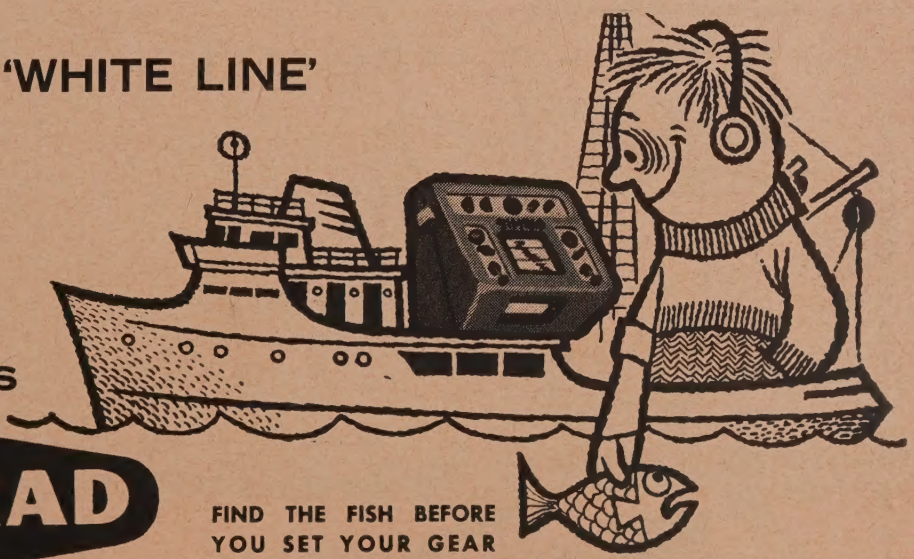
The Toyoda office will represent all Miller Freeman Publications in the advertising field; while editorial and circulation matters will continue to be handled, as they have been for many years past, by Kenji Sakai.

Net Expert Roams Globe

Fishing is a world industry, and no one knows it better than Borti Petrich, independent fisheries consultant of Terminal Island, Calif. Mr. Petrich last month flew to Chile, where he was to spend two or three weeks as a consultant to Eperva, Chile's biggest fisheries firm. From Chile he was to travel to Japan, where he will supervise the hanging of four tuna seines for the government of Ghana in West Africa.

The Ghana nets are being made by Momoi Fishing Net Manufacturing Co. of Ako, Japan, for four new fishing vessels purchased by the Ghana government from English shipyards. The nets, each 450 fathoms long by seven strips deep, will be completely hung, dipped and assembled in Japan and shipped complete to Ghana. Each net weighs about 12 tons and will cost approximately $55,000.

with SIMRAD 'WHITE LINE'
fishermen
everywhere
make bigger,
faster catches



SIMRAD

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MA 4-5235
or see your nearest dealer

Seattle, Wash. — Northwest Instrument Co. — 1403 West 45th
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Astoria, Ore. — Radio Service Co. — 262 Ninth St.
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Kodiak, Alaska — Deveau Electronic Co. — Box 1577 — Kodiak
Honolulu, Hawaii — Island Radio Service — 1319 S. King St.

FIND THE FISH BEFORE YOU SET YOUR GEAR

Eliminate 'blind fishing' forever. Find the fish and catch 'em faster. With SIMRAD you will make more profit per trip and more trips per season.

Priced lower than all other 'WHITE LINE' Sound Recorders. 30 types available for all sizes & types of ships. Depth-ranges for shallow waters and all depths to 6,000 fathoms.

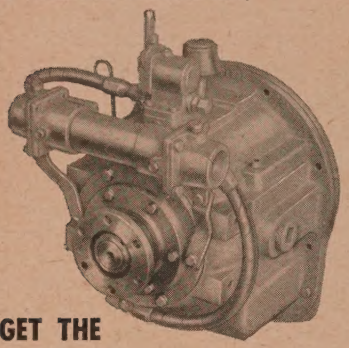
SEES AND RECORDS...

1. The Exact Depth.
2. Type of Sea-bed.
3. Separates Bottom Fish from Sea-bed with WHITE LINE Recording.
4. Single or Schools of Fish.
5. Size of Fish.
6. Type of Fish.
7. Size of Schools.
8. Depth of Fish.

PLAN AHEAD . . .

with CAPITOL GEARS

for smooth dependable performance, speed and unmatched maneuverability.



GET THE FACTS ON

"The CAPITOL" MODEL 2HD DIRECT DRIVE

. . . the gear designed for small diesels up to 175 h.p. and larger automotive conversions. Shortest direct drive gear made. Check its many features, write:

Capitol Gears, Inc.

(Formerly Auto Engine Works, Inc.)

325 No. Hamline Avenue St. Paul 4, Minnesota

Donald E. Powell Dies

Donald E. Powell, assistant regional director of the U. S. Bureau of Commercial Fisheries at Seattle, died of cancer in October after an illness of a number of months.

He was widely known and warmly regarded by fishermen, who he had served for years as chief of the exploratory fishing and gear research section of the BCF at Seattle, a position from which he was promoted to that of assistant regional director.

Mrs. Alhadeff Dies

Mrs. Rosa Alhadeff, widow of the late Nessim Alhadeff, and mother of Charles, Isaac and Jack Alhadeff of the Whiz Fish Products Co., died in Seattle late in October at the age of 71.

Mrs. John Lauc Dies

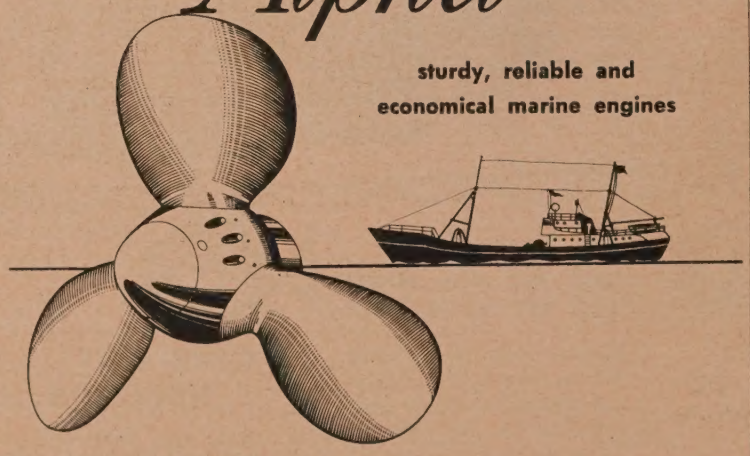
John A. Lauc, sales manager of P. E. Harris Co., Seattle, was bereaved early in September upon the death of his wife. Mrs. Lauc had been in poor health for some time.

TRAWLERS • TUGS • COASTERS . . .

FOR FISHING BOATS •

B&W Alpha

sturdy, reliable and economical marine engines



B&W ALPHA two-stroke valveless Diesels from 100 to 1,000 b.h.p. at 450-310 r.p.m.

Reversing gear or controllable pitch propeller or direct reversible.

Manual or hydraulic controls.

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ADVERTISING INDEX

American Marine Paint 22

Burmeister & Wain 37, 40

Canterbury Hotel 6
Capitol Gears, Inc. 40
Carruthers Co., E. H. 36
Claremont Hotel 6
C M E Manufacturing Company 37
Consolidated Net & Twine Co. 16

Detroit Diesel Engine Division, General Motors Corp. 13

Fellows & Stewart 16, 26
Frohman & Sons, L. H. 33

General American Helicopters, Inc. 16
General Motors Corp., Detroit Diesel Engine Division ..... Inside Back Cover

Hiller, Paul W. 30
Hirata Spinning Co., Ltd. 34
Huntington Alloy Products Div. The International Nickel Company, Inc. 36

Kurashiki Rayon Co., Ltd. 2

Lister-Blackstone, Inc. 18

Marine Construction & Design Co. 36
Moffitt, Inc., Lucian Q. 38
Momoi Fishing Net Mfg. Co. Ltd. 7
Murphy Diesel Company ..... Inside Front Cover

NC Marine 30
New England Fish Company 35
Nordby Supply Co. 32
Northwest Instrument Co., Inc. 24

Pacific Telephone 14
Pacific Towboat & Salvage Co. 30
Presto Dyechem Co., Inc. 37
Puget Sound Engineering, Inc. 29

Raytheon Company, Marine Products Division 34

San Juan Fishing & Packing 38
Seattle Boiler Works 37
Sharples Corporation, The 5
Shore Line Diesel Maintenance 30
Simonsen Radio 8
Standard Oil Company of California ..... Inside Back Cover
Starr Net Company, A. M. 16
Stern Can Co. 38
Stix, Robert L., Inc. 35

Tacoma Boatbuilding Co. 24
Texaco Co. 3

U.S. Net & Twine Company 4

Viking Equipment Co. 39

Waukesha Motor Co. ..... Outside Back Cover
White Diesel Engine Division 14

How to keep them out of the graveyard longer

Why do some engines die before their time? The answer could be in the lubricating oil you are using. Hundreds of documented case histories show that boat owners have added up to 50% to the life of their engines . . . using RPM DELO Oil. Special compounding cleans and protects vital engine parts . . . reduces over-all maintenance costs. In fact, many owners say "RPM DELO" *is* preventive maintenance. Try it. Your engine will be performing for a long time to come.

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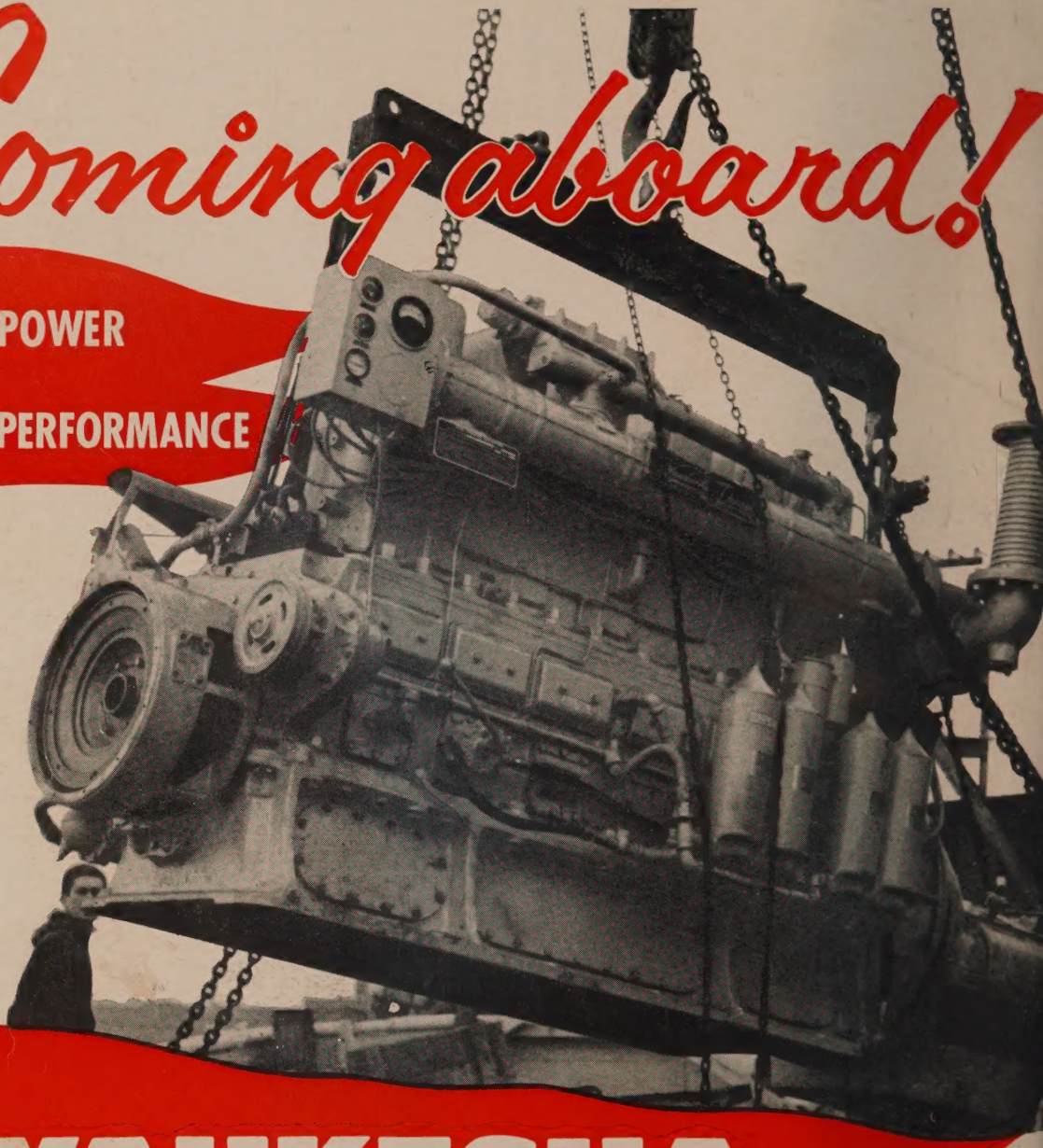
LUBRICATING OILS
RPM DELO

Coming aboard!

BIG POWER
BIG PERFORMANCE



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UP TO 990 HP.
FOR 24-HOUR DUTY

WAUKESHA dependability has a long record of paying off owners in power and profits. Ask any WAUKESHA owner . . . ask builders or men in repair yards. See how many new boats and repowered boats are going WAUKESHA. Wire, phone, or write for particulars.

530

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